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Update

SOUTH PARKDALE

Part II Official Plan

November 1990

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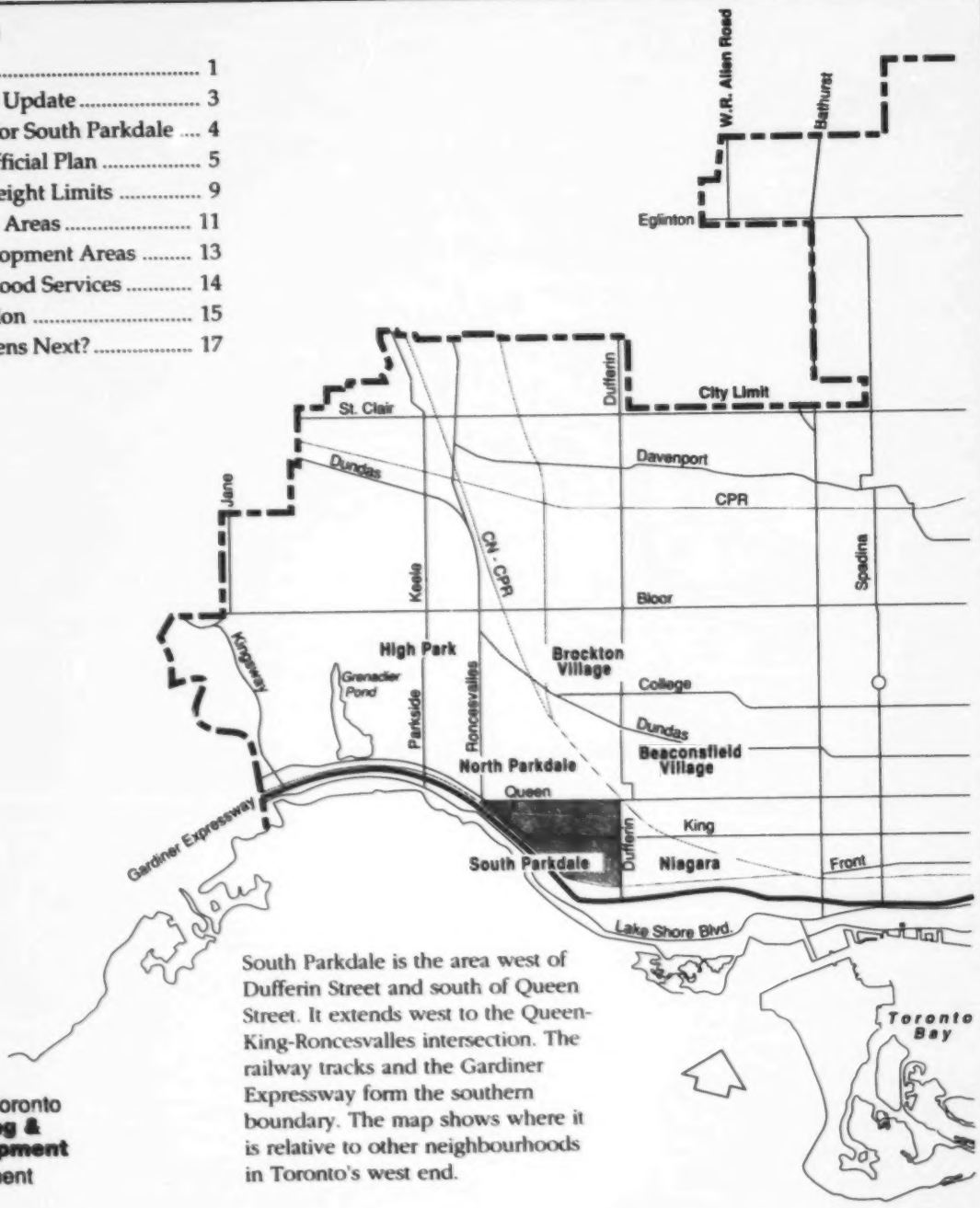


South Parkdale is the area west of Dufferin Street and south of Queen Street. It extends west to the Queen-King-Roncesvalles intersection. The railway tracks and the Gardiner Expressway form the southern boundary. The map shows where it is relative to other neighbourhoods in Toronto's west end.

City of Toronto
Planning & Development
Department

Robert E. Millward
Commissioner

A new Plan for South Parkdale

This is an Update of the *South Parkdale Neighbourhood Plan Proposals* prepared in 1983. The detailed policies proposed for the new Plan are set out on the accompanying Proposals. The main purpose is to propose a new Official Plan for the South Parkdale neighbourhood for public discussion and eventual approval by City Council. While there are some changes, the Update and Proposals re-affirm the general direction proposed in 1983.

Main features of the proposed Plan

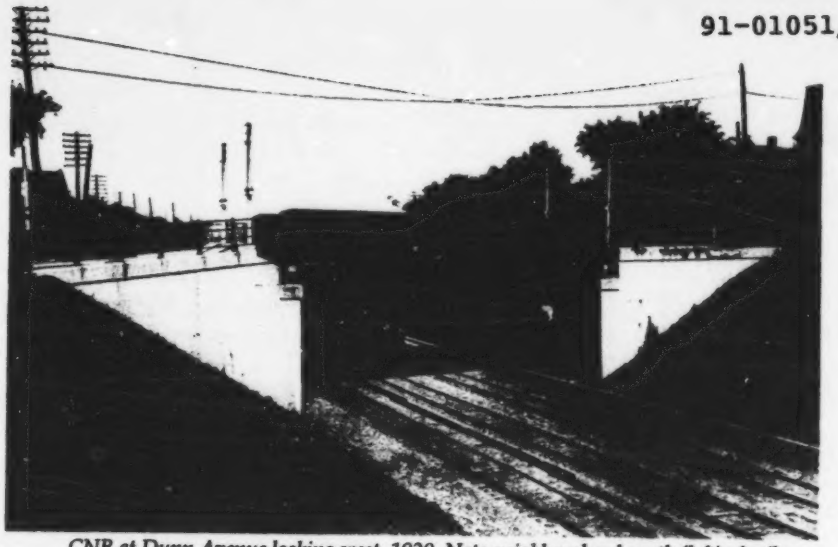
- limit the large apartment areas
- conserve the areas of houses
- confirm Queen Street as the main shopping street and encourage housing over the stores
- establish Dufferin as an apartment street and major arterial road
- emphasize local vs. regional community and social services
- pursue the long-term goal of re-establishing South Parkdale's links with the lake

Why is the City doing this?

The Official Plan and Zoning By-law are the main tools the City has to deal with neighbourhood issues. The 1983 South Parkdale Neighbourhood Plan Proposals indicated that the existing Plan and Zoning did not meet the neighbourhood's needs. This Update confirms those findings. The proposals for a new Plan should meet South Parkdale's needs much better. The public discussion of these proposals is a real opportunity for the South Parkdale neighbourhood to influence the final Plan approved by City Council.

What is the Official Plan?

The City of Toronto's Official Plan is a legal document which acts as an "official" guide to future development of the City. The Official Plan consists of two parts. Part I, which was approved in 1969, contains general development goals and policies for the City as a whole. It does not deal with specific issues in smaller areas. Part II of the Official Plan, on the other hand, deals with particular areas on a detailed and specific basis. This Update outlines the proposed Part II of the Official Plan for South Parkdale.



CNR at Dunn Avenue looking west, 1920. Note neighbourhood south (left) of railway.

CNR at Dunn Avenue looking west, 1990.

What is the Zoning By-law?

The Zoning By-law sets standards and controls the use of any parcel of land in the City. It controls, for example, the kind of buildings that can be constructed on any given lot, as well as the distance from the lot lines, the height, the amount of floor area and the amount of open space. This Update will indicate how the Official Plan proposals would guide future amendments to the Zoning By-law.

What does planning cover? What can the Plan do?

It is important to understand what the planning process controls, so that everyone involved in the neighbourhood planning process for South Parkdale knows what is being discussed. The Official Plan and the Zoning By-law are the main planning tools which can affect the character of a neighbourhood or guide it in a certain direction. The planning rules themselves control the type, size,

height and location of buildings. They also control the type,mixture of uses and activities in those buildings.

The new rules being proposed as a Plan for South Parkdale are important tools to affect and improve the quality of life and character of the neighbourhood.

What effect can you or I have?

This Update confirms the general direction of the South Parkdale Neighbourhood Plan Proposals published in 1983. The City wants you to get involved in the Planning process for South Parkdale. The individuals and groups in a neighbourhood are local experts that City Council needs to consult with so it needs your reactions, opinions and suggestions. See page 18 for details on the public consultation process for the South Parkdale Part II Plan.

Didn't we do all this seven years ago?

Partly. In 1983, the City published the South Parkdale Neighbourhood Plan Proposals. Public meetings were held and the proposals in that report were discussed. Although no major changes to the Official Plan and Zoning By-law were adopted, the findings of those Proposals have affected planning policy in South Parkdale since then.

Tyndall Avenue in 1962.

The existing Official Plan for most of South Parkdale would permit most of the area east of Springhurst Avenue and Maynard Avenue to be redeveloped as apartment buildings. Since this is mostly a stable residential area of houses, this policy is not considered appropriate to provide direction for the future. In addition, the City normally reviews its planning policies every five to 10 years. Therefore, the process that began in 1983 should be finished so that new policies can be formally adopted.

Why now?

It has been 12 years since the strict prohibitions on bachelorette conversions were introduced and 7 years since the last in-depth planning study of South Parkdale. The "Bachelorette By-law" is the single most influential planning action taken in South Parkdale in the last 15 years. It is time to assess its effect and to put in place a comprehensive local plan which meets community needs and provides direction for South Parkdale's future.

History

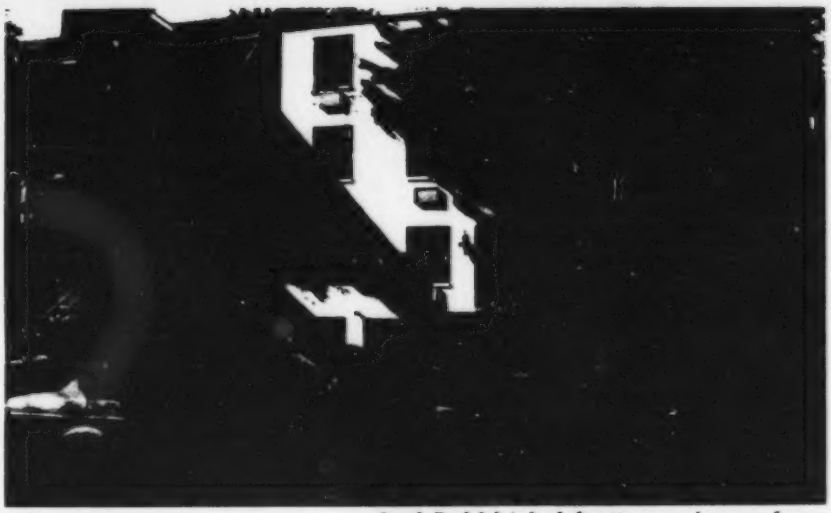
Parkdale began its urban life as a lakeside commuter suburb for wealthy people escaping the industrial Toronto of the late 1800s. There are many historic buildings from this period and from the 1900 – 1940 period. These houses and the appearance and image of the streets are an important and irreplaceable architectural heritage that is worth conserving and enhancing.

Parkdale was a lakeside community until the Gardiner Expressway was built. Re-establishing easy and convenient connection to the lakeshore is a long-term goal of this Plan.

Before World Ward II most residents were of British origin. After the War, the ethnic background became much more diverse as recent immigrants

Tyndall Avenue today, one of South Parkdale's districts dominated by large apartments.

especially from eastern and western Europe made Parkdale their home. The physical character of the neighbourhood did not change until the Gardiner Expressway cut it off from the lake and the large houses on Jameson, Tyndall and Spencer were replaced with apartment buildings. Since then, incomes in South Parkdale have fallen to well below average. The Social Planning Council of Metropolitan Toronto ranked South Parkdale as the neighbourhood with the highest level of need for social services in all of Metropolitan Toronto in 1986.



South Parkdale's bachelorettes come in many forms.

Bachelorette Update

History

The issue of bachelorettes has been the single most contentious issue in South Parkdale since the mid 1970s. Bachelorettes are very small self-contained apartments which were created without the proper permits to convert rooms or divide larger units. The creation of very small units in existing buildings has been prohibited since 1978 when a Zoning By-law amendment was passed requiring residential units in converted houses to have an average size of at least 65 sq. metres (approximately 700 sq.ft.). About 200 properties in South Parkdale were converted to bachel orettes before the by-law was passed.

The 1978 "bachelorette by-law" was very effective in preventing new bachelorettes from being created. Many of the illegal bachelorette properties were deconverted through successful prosecutions. Others were partially deconverted and legalized through Committee of Adjustment rulings. Others were converted by their owners to larger, legal apartments and "family" houses. There are currently about 30 applications to rezone bachelorette properties to legalize the existing conditions. Approximately 60 other illegal bachelorette properties still exist in South Parkdale

Current issues and policy

Removing illegal bachelorettes is complicated by several factors. Rental housing is very hard to find, especially for low-income single people. This is the market which bachelorettes serve. Although there has been no legal test, the Provincial *Rental Housing Protection Act, 1989* may protect units which are illegal under the Zoning By-law. The City's Planning Department has attempted to devise a policy for reviewing rezoning applications to legalize existing bachelorettes which balances respect for the law, the needs of the neighbourhood for more family housing and the shortage of affordable housing for low income small households. The policy requires apartments to meet the minimum Ontario Building Code size requirements for new units (there are no size standards for converted units) of 25 sq. metres for bachelors and 30 sq. metres for one-bedroom apartments. In addition, where it is physically possible, the owners are encouraged to make at least 25% of apartments have at least two bedrooms so that they are suitable for families with children. Newly converted units smaller than 65 square metres are still prohibited.

Goals for Bachelorettes

1. There should be no more bachelorette units created in houseform buildings. New apartments in houseform buildings should be an average of at least 65 square metres in size.
   Most bachelorette units are in converted houses. These are the buildings particularly suited for families with children which are needed in South Parkdale if a better balance in the population is to be achieved. Smaller units should go in other buildings such as apartment buildings and in mixed commercial-residential buildings.
2. Rezonings to legalize existing bachelorettes along the lines of the current policy should be encouraged.
   This should minimize the displacement of low income residents and bring these units to minimum acceptable standards.
3. Units lost through deconversion should be replaced, following the intent of the Rental Housing Protection Act, by the bachelorette owners and in Cityhome projects and other social housing projects. The creation of affordable housing, including subsidized units should be encouraged in the potential redevelopment and intensification areas on Queen, King and Dufferin Streets.

The Future for South Parkdale
Summary of issues and proposals

What kind of neighbourhood?

As in 1983, the main planning issues in South Parkdale revolve around the central questions of what kind of residential area it should be and how to make it a better place to live. This section summarizes and updates the planning issues in South Parkdale. Based on that summary, a direction for the neighbourhood is proposed. The main policies are set out in the shaded area on page 6.

Issues update

South Parkdale has gone through decades of disruption and instability. No Toronto neighbourhood has been so affected by external forces and policies designed to deal with issues outside its context. The effects and side-effects of these actions and the continuous lack of stability have affected the character and the quality of the neighbourhood as a place to live.

In the 1950s, the construction of the Gardiner Expressway for regional transportation reasons cut off the neighbourhood from the lake and left it with almost no parkland. This condition still exists. In the 1960s, large-scale redevelopment of houses to apartment buildings to accommodate a growing regional population made the parks shortage more acute and changed the pattern of development of the residential areas. In the 1970s, the illegal conversion by speculators of around 200 houses to bachelorettes and the rapid influx of a large transient population dramatically reduced the desirability of the area for families. In the 1980s, some psychiatric hospitals were closed due to changes in provincial institutional policy. The referral of large numbers of ex-psychiatric patients to South Parkdale rooming houses, until it was stopped, increased the already high concentration of institutionalized and low income people in the area.

None of these actions was done within an overall planning framework for South Parkdale or with reference to its needs.

The residential quality and character of the area are still affected by most of the same economic, social and institutional forces which the South Parkdale Neighbourhood Plan Proposals identified in 1983.

Regional housing issues have become even more serious since 1983. The need for more low-rent housing and for residences for people from institutions has increased. South Parkdale has felt these pressures more intensely than most areas. Without the by-laws which prevent the conversion of houses to very small bachelorette units and the moratorium on new facilities for ex-psychiatric patients, South Parkdale would still be open to these pressures.

There is also pressure from several sources to deconvert smaller units in houses back to larger units. The City is still trying to deal with illegal bachelorettes. Individuals and families have been restoring houses to single family use or to a smaller number of larger apartments. Since 1980, there has been a gradual but steady net annual loss of small units in existing buildings which is consistent with the overall City pattern.

Direction for South Parkdale

Balance and stability

Any Plan for South Parkdale must focus on the needs of the South Parkdale community itself. This may seem self-evident, but the lack of detailed planning for the area in the past has meant that actions taken elsewhere or for other reasons have had side-effects on South Parkdale, especially on its residential quality. While larger issues and city-wide problems will affect the neighbourhood, the needs of the neighbourhood must determine how the needs of the city in general and of other agencies are met in South Parkdale. They must adapt to the neighbourhood's needs. A Neighbourhood Plan is not enough on its own to ensure this kind of stability and predictability, but it will help.

Large-scale redevelopment in South Parkdale is not appropriate. Most existing buildings should be retained and their condition improved. South Parkdale will continue to be a mixed urban neighbourhood with many types of housing – rooming houses, flats, houses, large and small apartment buildings.

Large-scale, rapid changes in the mix of the population would also be very disruptive for the neighbourhood and for those people forced out. It is important to maintain the population diversity of the area. There will be a wide range of incomes, many low income people, a high percentage of tenants, young and old people, families of all types and sizes, many types of people requiring help from social service agencies and people from many different ethnic backgrounds.

The challenge and opportunity in South Parkdale is to take advantage of the many positive characteristics it possesses – attractive older buildings, its ethnic and cultural diversity, its large stock of affordable housing – and to reinforce them. South Parkdale can be a neighbourhood where low-income families can afford to live in decent accommodation and surroundings. It can be a good place to live for people from all income groups, cultures and ethnic backgrounds.

The main objectives of a Plan for South Parkdale are to help the neighbourhood find a better balance in its diversity, improve the quality of the area as a good place to live and

promote certainty and predictability about future development.

Proposed Official Plan

The main policies for a balanced urban neighbourhood: goals for South Parkdale

1. South Parkdale should be a stable residential area that is a good place to live for a population that is diverse with respect to income, household size, age and need for institutionalized housing.
2. All housing should be brought to a minimum acceptable standard.
3. The residential character should be enhanced by better parks and services for the local population and by reduced through traffic.
4. Houseform buildings should be retained and the houses rehabilitated to encourage housing for families with children.
5. The prohibition on further conversions to bachelorettes should be continued.
6. New social services and expansions of existing services should serve the neighbourhood's population.
7. Queen Street should be reinforced as the main neighbourhood shopping area. It needs more housing above stores.
8. More housing of all tenure types should be built over stores on Queen Street and King Street. This should be done in a way that enhances the buildings of architectural and historical value, especially on Queen Street.
9. More housing should be built on Dufferin Street as apartment buildings.
10. Any Gardiner widening or Gardiner-Lakeshore realignment must help improve local traffic conditions and improve pedestrian and bicycle connections to the lakeshore.

How would this Plan change the neighbourhood?

While planning rules themselves do not change the neighbourhood, they can encourage some existing trends and discourage others. These proposals for South Parkdale would largely prevent redevelopment in most areas of existing buildings to a different type or size of building. (See Map A on page 7.) This is a big change from most of the existing planning rules. The existing planning rules would allow the redevelopment of most areas east of Springhurst and Maynard Avenues into apartment buildings. The Plan proposed would largely prohibit this and preserve the existing houseform buildings.

it encourages the development of more housing over stores on Queen Street and over the existing stores on King Street.

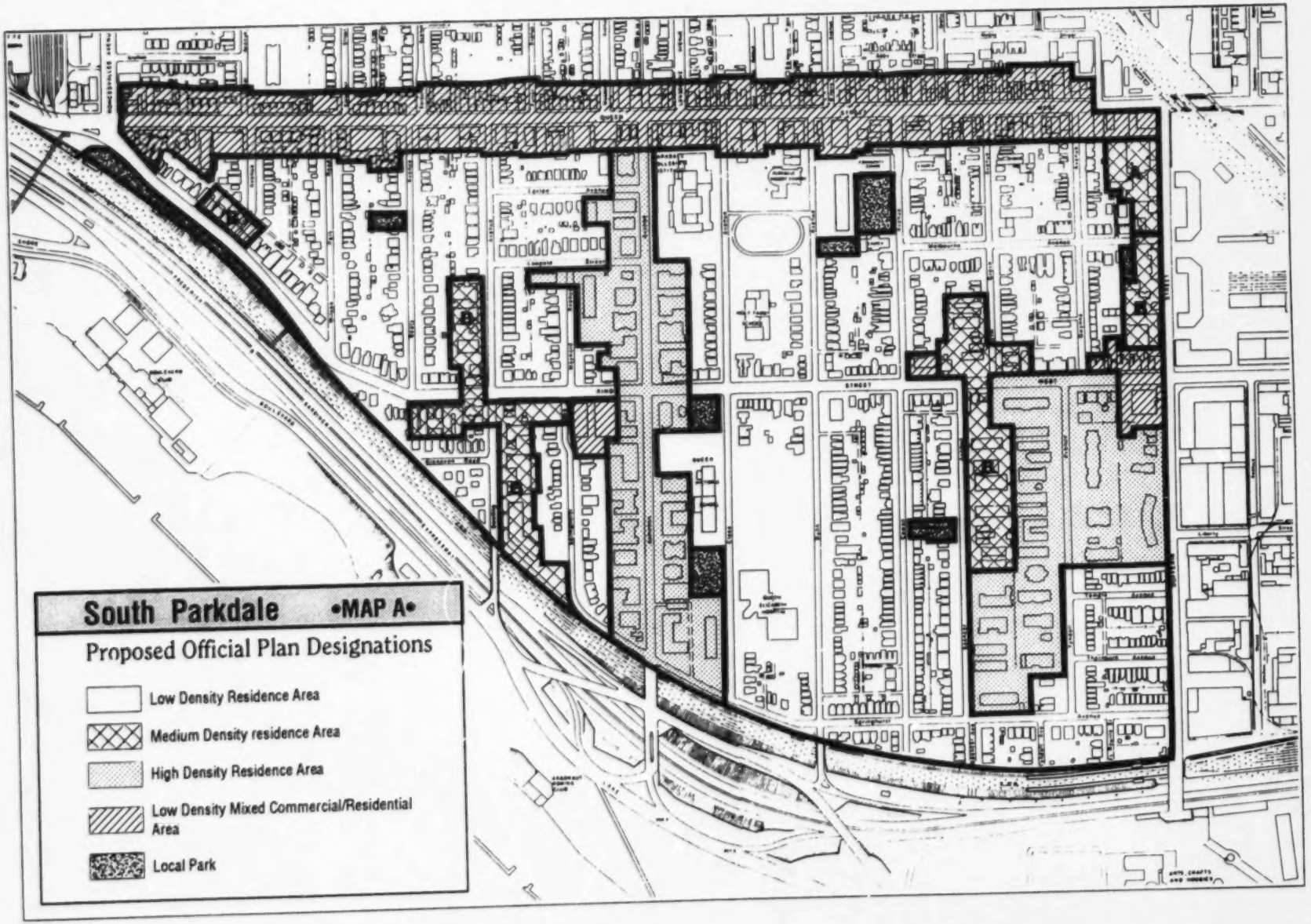
King Street would remain a mainly residential street. The size of buildings and intensity of residential development on King varies from single houses and apartments over stores to very large apartment buildings. The plan would permit apartment areas to remain. It would also permit the few houses which are surrounded by apartments to be redeveloped as apartments. More housing over stores in the existing

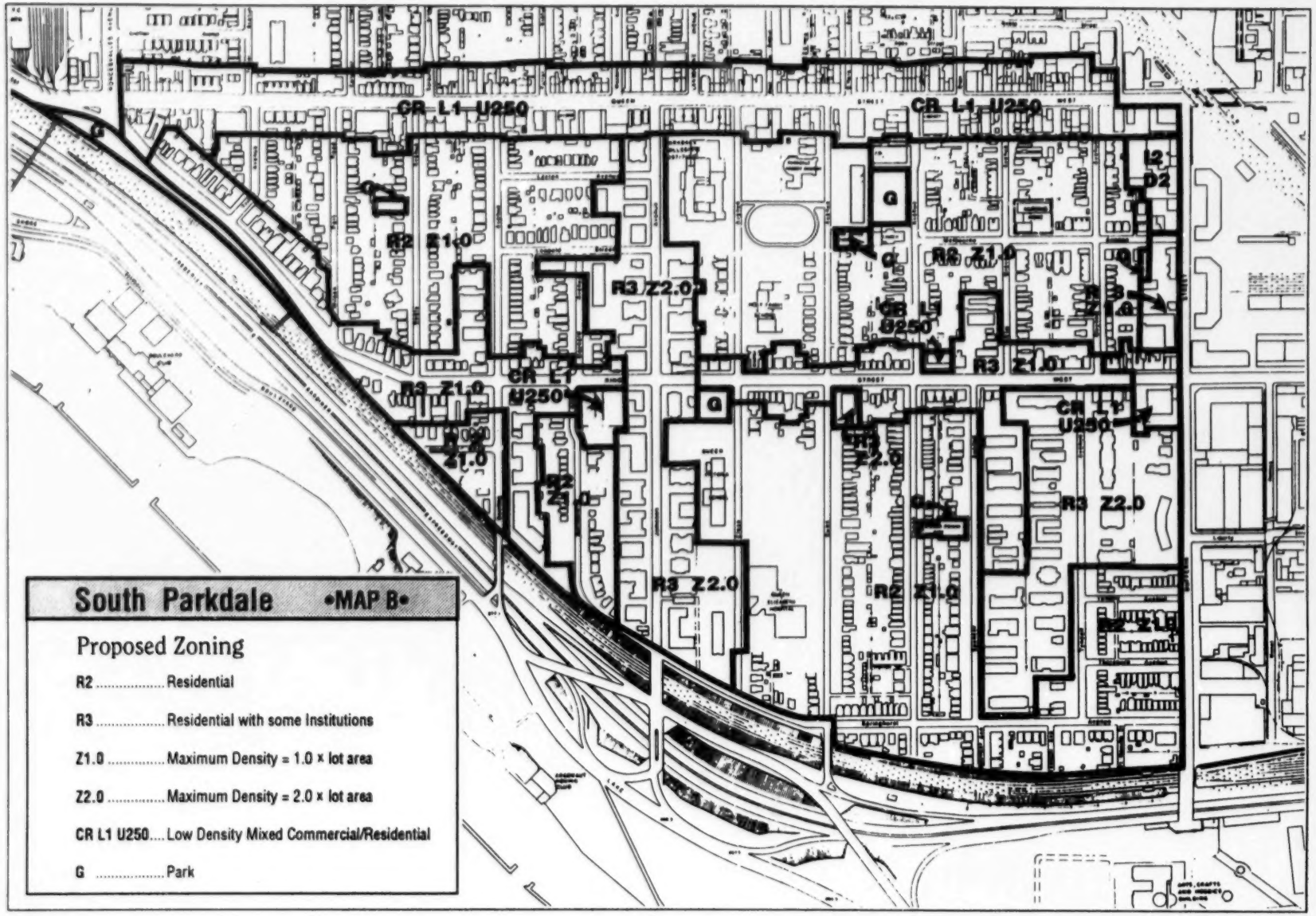
Vacant houses such as this one can be renovated and occupied as housing

The existing apartment areas on Jameson, Tyndall and Spencer would remain as areasof high density housing.

The proposed Plan confirms the role of Queen Street as the major commercial area for South Parkdale. It would permit the existing convenience retail activity on King Street but would not permit these areas to expand. The Plan supports keeping existing housing over the stores and commercial areas would enhance the residential character of the street and add needed housing units without disrupting any of the areas of houses on King or nearby streets.

The plan would permit the development of apartments on Dufferin Street, north of the houses on the north side of Temple Avenue. This would permit additions to the housing stock without disrupting low-rise residential areas.


South Parkdale •MAP A•
Proposed Official Plan Designations
Low Density Residence Area
Medium Density residence Area
High Density Residence Area
Low Density Mixed Commercial/Residential Area
Local Park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South Parkdale
•MAP C•
Proposed Height Limits
H 12.0 ..... Maximum permitted height in metres

Zoning and Height Limits

Effect of the Plan proposals on zoning

The highly specific details of the Zoning By-law are intended to implement the more general directions of the Official Plan. (See Map B on Page 8) What difference would the Part II Plan Proposals have on the zoning and future amendments to zoning in South Parkdale?

Low-rise house areas

Since the Part II Plan Proposals stress the need to emphasize the residential character of these areas, The Zoning By-law would change to exclude most of the large range of institutional uses and community service uses currently permitted. The prohibition on new rooming houses would stay. New apartments in converted houses would have to average at least 65 square metres as they do now. This would help retain housing suitable for families with children. In almost all areas, the zoning already prevents the construction of much larger buildings.

Apartment areas

Since the Part II Plan Proposals stress the need to emphasize the residential character of these areas, the Zoning By-law would change to exclude most of the institutional uses and community service uses (hospitals, nursing homes, etc.) currently permitted. In most cases, the controls on the size of the buildings would not change.

Queen Street

Eventually, the zoning on Queen Street would change to permit more residential space over stores. The current zoning permits much more commercial space than residential space and the commercial space has not been built. The City is currently studying how to encourage more residential construction over stores on streets like Queen. Detailed changes to zoning across the city will follow from the results of that study.

King Street

Since the Part II Plan Proposals emphasize the role of King Street as a residential street, the zoning should reflect this. This would mean very little change to the existing zoning in residential areas on King Street. The zoning of the commercial areas on King would change in a similar way as on Queen so that residential construction over stores would be encouraged.

Dufferin Street

While the Part II Plan Proposals suggest that Dufferin north of the houses on the north side of Temple Avenue is appropriate for apartments, redevelopment should happen through the re-zoning process. The Part II Plan would guide the re-zonings necessary for this to occur. This would permit extensive public participation in the process at all stages.

Industrial area

To emphasize the retention of industrial uses in the Queen-Dufferin area as proposed by the Part II Proposals, the Zoning By-law could change to exclude the commercial and office uses now permitted. The current zoning permits buildings with a floor area five times the area of their lots. This could be reduced substantially to ensure that future development remains compatible with neighbouring uses. The existing uses would not be affected.

Height limits

The Zoning By-law also controls the height of buildings and other structures. At present, the Zoning By-law indirectly controls height in most areas through the combination of minimum building setbacks from lot lines, maximum floor space restrictions and a formula which controls how close upper storeys may be to lot lines. Specific maximum height restrictions are much easier to understand and administer. What height limits do the Part II Plan Proposals suggest? (See Map C on page 9).

Low-rise house areas

Building height should be compatible with existing buildings. Height limits should allow a three-storey house with a peaked roof. The 1983 Proposals recommended a 12 metre height limit for these areas. The current Proposals recommend 10 metres.

Apartment areas

Apartments close to low-rise residential areas should not be as high as those in predominantly apartment areas. The 1983 Proposals recommended a 17 metre (six storeys) limit for apartments in areas close to houses and a 21 metre (eight storeys) limit in the predominantly apartment areas. This is unchanged.

Commercial areas on Queen and King Streets

There are currently no height limits on buildings which are commercial only or residential only. Buildings with apartments over stores are restricted to a maximum of three storeys. The City's study of "Main Streets" housing is examining the feasibility of ground floor commercial with four floors of housing above. This could be achieved within a height limit of about 14 metres and that is what is proposed. The 1983 Proposals recommended limits of 14 metres in some areas and 17 metres in others.

Housing and residential areas

The main purpose of a Plan for this neighbourhood is to improve South Parkdale as a good place to live. How should the broader needs of the City and of the region for housing relate to the neighbourhood needs of South Parkdale for:

- balance, stability and predictability, the maintenance and enhancement of residential amenity,
- the retention of attractive building forms,
- housing suitable for families with children and
- the retention and improvement of the large stock of affordable rental housing?

There are three types of residential areas in South Parkdale: low-rise house areas, apartment areas and commercial areas with apartments over stores. See pages 12 and 13 for discussion of the commercial areas. The potential redevelopment of parts of Dufferin Street is discussed on pages 14 and 15. The main pol-icies for housing and residential areas are contained in the Goals for South Parkdale on page 6. The detailed Goals for the residential areas follow the same direction.

As indicated earlier in this Update, measures such as the "bachelorette by-law", the minimum size standards for bachelorette de-conversion and the moratorium on new facilities for ex-psychiatric patients have promoted a level of stability in the low-rise areas of the neighbourhood that has not existed for forty years. There is a rich mixture of divided and undivided houses, small and large apartments and rooming houses and wide variety of household types and incomes. The existing Official Plan would permit much of this area to be redeveloped as apartment buildings. The low-rise areas should be retained and the Official Plan should change to ensure this.

Most of South Parkdale's affordable rental housing is in the high-rise apartment buildings on Jameson, Spencer and Tyndall which were built in the late 1950s and early 1960s Like buildings of the same age and type in St. James Town, rehabilitation and modernization of these buildings is necessary if they are to remain part of the rental housing stock.

Dunn Avenue high-rise intrusion in low-rise area.

Goals for low-rise residential areas

1. The two and three storey houses should be retained.
   This requires policies that discourage redevelopment to higher densities and heights. Even where some redevelopment or intensification does occur, the existing houses should be incorporated into the project where possible. In all cases, any new development or redevelopment must be compatible in scale and size with the existing houses. A height limit would be required in the Zoning By-law to ensure this.
2. The supply of affordable rental stock that meets minimum standards should be retained as much as possible in the houseform buildings.
3. There should be no significant expansion of special housing for institutionalized, quasi-institutionalized or de-institutionalized people in the existing houseform buildings.
4. The City should encourage and actively support measures to retain the areas of houseform buildings and the buildings themselves as housing suitable for families with children.

Goals for apartment areas

1. There should be no net loss of rental units affordable to low and moderate income households in the apartment areas.
2. There should be no net loss of rental housing units (e.g. through demolition, conversion to condominium or to co-operatives other than non-profit) in the apartment areas.
3. The City should encourage and stimulate improved maintenance and rehabilitation of the existing apartment buildings by actively helping to develop and participating in, senior government programs.

1962 *Northeast corner of King Street and Cowan Avenue* 1988

Commercial areas: Queen Street and King Street

Queen Street has always been the main commercial area of Parkdale. Shops, services and hotels to serve travellers and the residents of the Village of Parkdale formed the dominant commercial character of the street by the 1880s. Many of the commercial buildings built before 1900 still remain standing, especially east of Dunn Avenue.

Many of the buildings with ground floor stores and apartments above are the original buildings on those sites. While many require renovation, they are a valuable architectural resource which many neighbourhoods lack. This part of Queen Street has a distinctive character and appearance. It is highly desirable that these buildings be retained and expanded where possible, rather than being demolished and redeveloped when more housing is built. Many buildings have vacant space above the commercial uses on the ground floor that could be used for housing.

By contrast, King Street in Parkdale remained a private rural laneway long after the commercial character of Queen Street was firmly established. Since it became a public street, King Street has been primarily residential despite a few commercial pockets at Dufferin, Cowan and Springhurst. The existing commercial development on King Street serves local residents with convenience goods and services such as variety stores, fast food, a small supermarket, small restaurants and dry cleaning.

It is apparent that there is not enough business in Parkdale to support significant commercial strips on both Queen Street and King Street. Expansion of retail activity on King Street could detract from the efforts of the City and merchants on Queen Street to restore the vitality of the Queen Street shopping strip as the commercial and, to some extent, social focus of the neighbourhood. Existing commercial areas on King should be retained for convenience shopping serving residents, especially those south of King. However, no expansion of commercial activity on King Street should occur.

Restricting the expansion of commercial activity on King Street will not be enough to re-vitalize Queen Street. Other policies and actions are necessary and other opportunities must be seized.

Housing in commercial areas

The City is currently conducting an extensive study of the potential for creating more housing on Toronto's main streets. Called the "Main Streets" study, it will make recommendations regarding the best form for these developments and how to ensure that the City's needs for affordable housing are met. The study will propose changes to municipal legislation, such as the Zoning By-law and Official Plan to promote the appropriate type of development. As with other City-wide or regional policies, their implementation in particular neighbourhoods such as South Parkdale, must be sensitive to local conditions and circumstances.

While Queen Street has a mainly commercial appearance, most of the ground level stores have residential space above them. There is an opportunity on Queen Street to achieve a number of important goals by adding more housing units above the ground floor stores. A mixture of rental, condominium and non-profit units would help diversify housing tenure. It would create more housing, especially for small households and relieve some of the conversion pressures on the houseform building areas. The new population would be

conveniently close to shopping on Queen and to TTC service. This would provide more customers for Queen Street commercial businesses and help with the re-vitalization process. The City must also continue to co-operate with associations of merchants and businesses such as Business Improvement Associations.

Currently, buildings containing stores with apartments above are restricted to a maximum of three storeys by the Zoning By-law. Zoning regulations would have to be changed to permit more. By permitting more housing above Queen Street stores, market rental and condominium housing could be added to the neighbourhood's housing mix while the loss of affordable rental housing is minimized. The City should commit itself to participating in this to ensure that both goals are achieved.

While South Parkdale and the Queen Street commercial area require more market rental and even condominium housing on Queen Street, it must be recognized that there is a large amount of existing housing on Queen Street that is affordable to low and moderate income households. Improvements and additions to the Queen Street housing stock should improve the quality of affordable housing, not displace low-income tenants.

Goals for Queen Street

1. The role of Queen Street as the main shopping street serving South Parkdale should be strengthened.

2. There should be more housing over stores on Queen Street. This will place people close to shopping and TTC service, help support the commercial area, provide more housing units, help diversify the housing stock and reduce the pressure for conversions of houseform buildings in the neighbourhood.

3. New buildings and renovations and expansions of existing buildings on Queen Street should enhance and be consistent with the appearance of buildings of architectural and historical value.

4. The renovation, rehabilitation and construction of housing on Queen Street should not decrease the number of "affordable" units or result in the demolition of buildings of historical or architectural value.

Goals for King Street

1. King Street should remain a largely residential street with a variety of housing types in terms of size and tenure. The existing houseform areas on King Street would stay. The existing medium density apartment area between Beaty and Jameson would remain. A small expansion in the Gwynne-Tyndall-Spencer area should be permitted.

2. The existing King St. commercial areas at Dufferin-Gwynne, at Cowan and at Springhurst should remain so that they can continue to serve local needs for convenience goods and services. These serve residents south of King Street, in particular.

3. Increased housing over the stores on King Street should be encouraged. The extra housing is needed. The commercial areas are all adjacent to apartment areas. There would be very little disruption or displacement of low income tenants. Transit on King Street is very good. This would support the commercial uses and contribute to the residential character of King.

King-Dowling area

The area around the intersection at King Street and Dowling Avenue is one with a small concentration of apartment buildings. Despite the existence of these buildings on Dowling (the east side, south of King; west side north of King) and on King (west of Dowling), the current Official Plan permits only houses or small apartment buildings. (The Zoning By-law also permits a six storey senior citizens building at the south-west corner of King and Springhurst). There is little possibility that the apartments will be replaced by houses or smaller apartment buildings. It is logical to change the Official Plan to permit this size of development where it exists and on the few sites between the existing apartment buildings.

King-Dowling apartment area

Other areas where development might happen

There are four other areas where there is potential for change to existing buildings. They are:

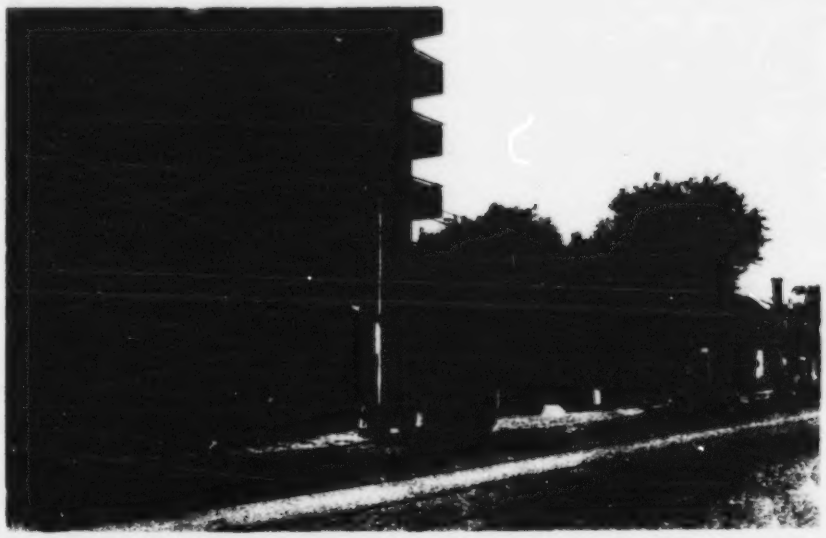
- The Queen Elizabeth Hospital between Dunn Avenue and Close Avenue;
- Dufferin Street south of the intersection with King Street;
- Dufferin Street south of Melbourne Avenue; and
- The industrial area south-west of the Queen-Dufferin intersection.

The Queen Elizabeth Hospital

There has been a hospital on the site since the 1880s Its role as a chronic care hospital has been maintained over time. The hospital grounds have always been used as parkland by nearby residents. This has been a real benefit to South Parkdale, an area where parkland is scarce. The play-ground south of Queen Victoria School was created only after an agreement with the hospital permitted school staff to park in the Hospital's parking lot.

The Queen Elizabeth Hospital is the single largest regional institution in South Parkdale. It has plans to expand its chronic care space. It is essential that its operations and possible future expansion conform to the overall goals of the Neighbourhood Plan. It should support or at least not detract from the objective of creating an improved residential neighbourhood. The Plan proposes that:

- The planning rules continue to permit the Queen Elizabeth Hospital on its current site and allow for some extra building.
- Any hospital expansion should be consistent with the main goals for the neighbourhood; and
- Continued cooperation between the Hospital and the Neighbourhood be encouraged to ensure public access to Hospital grounds for recreation purposes.



Dufferin Street is suitable for apartments.

Dufferin Street south of King Street

The planning rules (Official Plan and Zoning By-law) for the area south of the McDonald's parking lot and north of the 11 storey apartment building at 200 Dufferin Street permit much larger residential buildings than what are there now. In the long term, this area is suitable for apartment buildings. This would be a logical extension of the Tyndall Avenue apartment area. Dufferin is a busy street and will likely become busier, especially if the Dufferin Street underpass is built at Queen and improved connections to the Gardiner Expressway or Lakeshore Boulevard are made in the future. Apartments in this area would not detract from any of the areas of houseform buildings.

Dufferin Street south of Melbourne Avenue

Dufferin Street south of Melbourne Avenue and north of the Cityhome apartment building currently has older houses and a sound studio. The Official Plan permits large apartments but the Zoning By-law does not. The best ultimate use for this area is for housing. The residents of the houses on Melbourne and Gwynne would be negatively affected by new buildings on Dufferin Street that were too large. The size of buildings should be less than for Dufferin south of King.

What will happen to the Industrial Area?

The west side of Dufferin Street, north of Melbourne Avenue contains the only pocket of industry in South Parkdale. While some of the businesses have indicated that they may relocate because there is no room for expansion, the area seems stable at present. The 1983 Neighbourhood Plan Proposals reported that the industries were not causing problems for nearby residents. The City recognizes the need to retain its industrial jobs and industrial tax base. So long as the area remains a viable one for industry, the industries should be encouraged to stay.

Should the industries move out in future and the area is no longer viable for industry, residential uses should be permitted. However, buildings in the areas closest to the railway tracks and especially near the Queen Street underpass would have to be very carefully designed to make them suitable as residences.

Goals for Dufferin Street development

1. The industry north of Melbourne Avenue should remain as long as it is viable in a form which does not disturb residential areas.
2. Apartment buildings are an appropriate form of housing on Dufferin Street and should be permitted north of the houses on Temple Avenue.

Houses on Dunn Avenue demolished for the Queen Elizabeth Hospital, (1946).

Institutions, social services and community facilities

Services and institutions

The Neighbourhood contains significant amounts of accommodation and services for ex-psychiatric patients, nursing home patients and others with special needs. While there is no absolute measure of what constitutes an over-concentration of these uses, several things are apparent:

1. Very little consideration was given to the possible impact on the neighbourhood of high concentrations.
2. The establishment of services required by this new population lagged behind the influx of people who needed them.
3. The neighbourhood was disrupted and the new population was not well served.
4. Recently, there has been very little new special needs housing.
   Services for the existing population, especially ex-psychiatric patients, have increased to meet their needs.

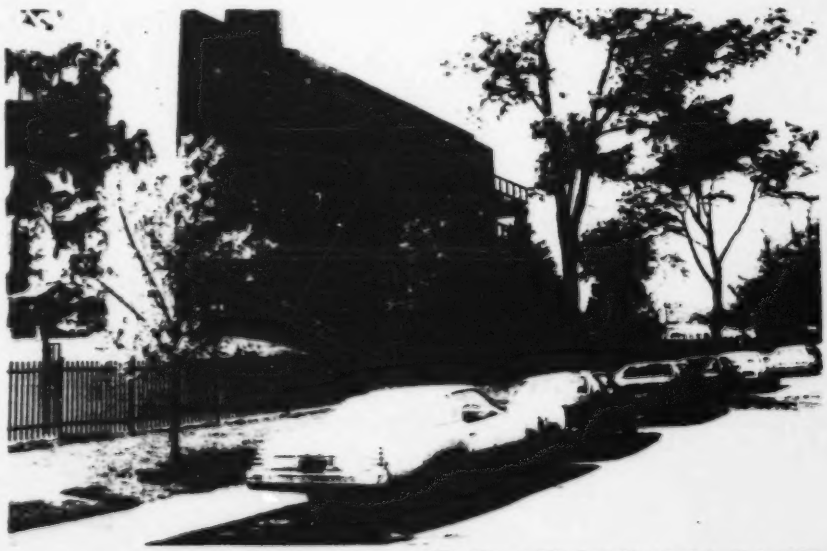
South Parkdale is a neighbourhood with a lower than average level of income, fewer families with children than average, a higher than average population of low income single people and a higher than average level of people requiring social services as a result of poverty, age, single-parenthood and mental health problems. If the low-rise areas are to be stable residential areas and fulfil their role of providing housing suitable for families with children, the growth of institutional uses and more special needs housing in the low-rise areas must be restricted.

Goals for social services

1. There should be no major increase in the number of homes providing special care or in the number of residents requiring special care housing.
2. The needs of South Parkdale residents for social services should be met, as much as possible, in the neighbourhood.

Parks, recreation and community services

Despite some improvements in the last ten years, South Parkdale is still deficient in parks, children's play areas and major indoor and outdoor community recreation facilities. While most areas in the neighbourhood have a small park or parkette, these do not meet the needs of the full range of the population. Access to parkland in the CNE and along the waterfront is difficult.



The Queen Elizabeth Hospital, built in 1980.

Finding space to put new parks is difficult when almost every piece of land has been built upon. The City's efforts should be focused on increasing the range of activities in existing parks and in the newly renovated Masaryk Hall so that more of the population is served. Other opportunities for improved public landscaped areas include Tyndall Avenue, which has wide public boulevards, and the park at the foot of Roncesvalles Avenue.

The Neighbourhood Plan Proposals in 1983 recommended more shared use with institutions such as the Queen Elizabeth Hospital and more support for and co-ordination of local groups by the City. The 1983 Proposals also stated that it should be the objective of City Council to maintain, encourage and provide for the development of local community groups and services appropriate to the needs of a densely populated and ethnically diverse neighbourhood. These are still desirable goals.

Goals for parks, recreation and community services

1. Improvements to existing parks and community centres should increase the range of people who can use them.
2. The City should encourage and support the provision of a wide range of community services and recreational facilities and programs catering to people with a wide range of ages, household types and ethnic origins.
3. The City must take advantage of opportunities provided by any Gardiner Expressway-Lakeshore Boulevard re-alignment to improve access to the lakefront parkland.

Transportation and access to the Lake

Traffic and parking

The main transportation issues identified in 1983 are the same today. They include excessive traffic on residential streets, congestion on Queen Street because the streets north and south of Queen Street do not meet (especially Lansdowne and Jameson), deteriorating transit service and parking problems for residential and commercial areas.

Parkdale Collegiate 1892.

In order to enhance the residential character of the Neighbourhood, the speed and volume of through traffic on residential streets should be reduced. Permit parking and other parking measures need continual review and refinement. The main means of reducing through traffic on residential streets are more stop signs, speed restrictions and turning prohibitions. In the short term, continual monitoring and remedial measures are required to make local improvements. There is a general perception that streetcar service to downtown on King and Queen has deteriorated because of traffic congestion. The extension of the Lansdowne trolley bus route to serve the Jameson Avenue apartment area would improve transit service to that heavily populated area.

More comprehensive solutions depend on larger, more long-term projects such as the long-proposed

Dufferin Street underpass at Queen Street, the emphasis on Dufferin as an arterial street with more direct connection to the Gardiner-Lakeshore corridor and the reconfiguration of the road access to the Gardiner Expressway and Lakeshore Boulevard.

Goals for transportation improvements

1. Local traffic measures to reduce through traffic on residential streets are needed.
2. The City should actively explore traffic signal improvements to the Jameson-Queen-Lansdowne intersection.
3. Monitoring the effects of and needs for permit parking should be continued.
4. Dufferin Street should play a larger role as a transportation route. This would take traffic off local residential streets.
5. Construction of the Dufferin Street underpass at the Queen-Dufferin intersection should occur as soon as possible. This would improve the Dufferin bus service and allow Dufferin Street to carry more traffic more efficiently. This would help relieve through traffic on residential streets such as Tyndall Avenue, Spencer Avenue and Springhurst Avenue.
6. The City should actively pursue extension of the Lansdowne trolley bus route to serve Jameson Avenue south of King Street.
7. The City should actively support measures to improve the streetcar service on King and Queen Streets between Parkdale and downtown.
8. Any Gardiner-Lakeshore realignment should have better connections to Dufferin Street.
9. The City should actively pursue improvements to pedestrian, bicycle and auto access to the Western Beaches as part of any Gardiner Expressway widening or Gardiner-Lakeshore realignment.

The Lakeshore/Dowling intersection 1946.

Will it be easier to get to the Lakeshore park?

In the short term, the answer is no. Access to the lakeshore, especially for pedestrians and cyclists, has been difficult since the construction of the Gardiner Expressway in the 1950s cut off Parkdale from its historic lakeshore orientation. Pedestrian access via the Dowling and Dunn bridges is virtually impossible. Pedestrian access via the Jameson or the Dufferin-CNE route is inconvenient, hazardous or both.

Further access to the lakeshore depends largely on what changes are made to the Gardiner Expressway to connect Harbourfront to the existing reserved right-of-way on the Queensway. This may require some kind of bridge over the Gardiner Expressway and the railway tracks south of Springhurst Avenue or King Street West. Any such connection should also provide an improved pedestrian and bicycle connection between Parkdale and the Lake Ontario shore.

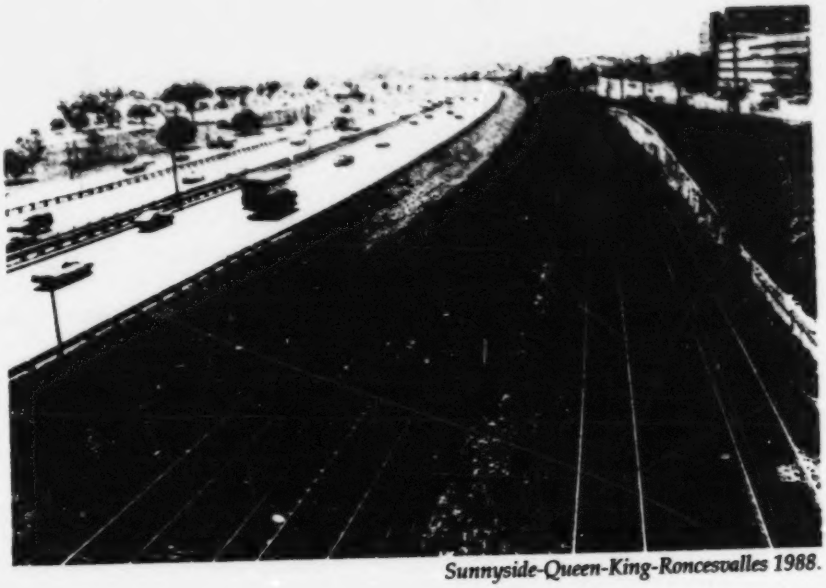
The Lakeshore/Dowling intersection 1988.

Metropolitan Toronto, in consultation with the City, is considering alternatives for a waterfront streetcar line and Lakeshore Boulevard if and when these occur. If the Gardiner Expressway is widened to four lanes

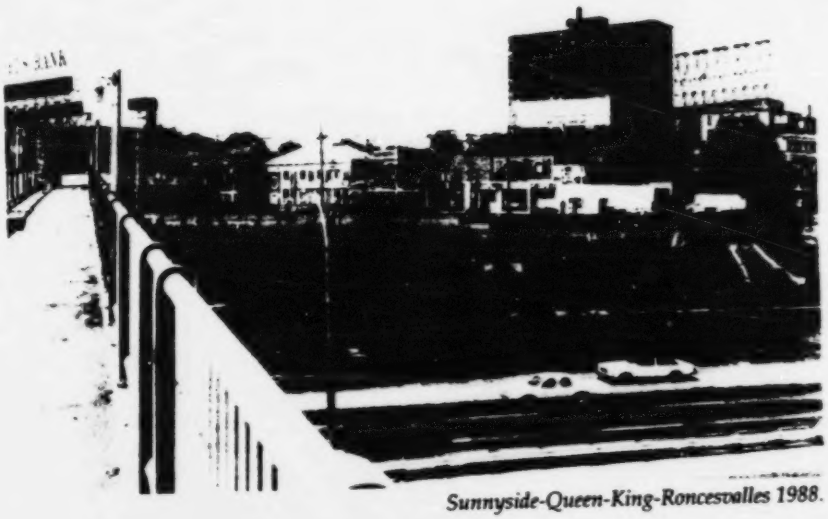
each way, the alignment of the Gardiner, Lakeshore Boulevard and the Parkdale bridges may change radically. The possibility of this happening creates an opportunity, in the long run, to re-establish Parkdale's historic relation to the lake and to the parkland along the Western Beaches and to rationalize and improve the car access points in such a way that South Parkdale is better served but without so much through traffic on residential streets.

Goals for South Parkdale and the Lakeshore

The City should pursue the maximum benefit to South Parkdale from any Gardiner-Lakeshore projects or Harbourfront LRT extension in order to re-establish South Parkdale's historic link with the lake.



Sunnyside-Queen-King-Roncesvalles 1988.



Sunnyside-Queen-King-Roncesvalles 1988.

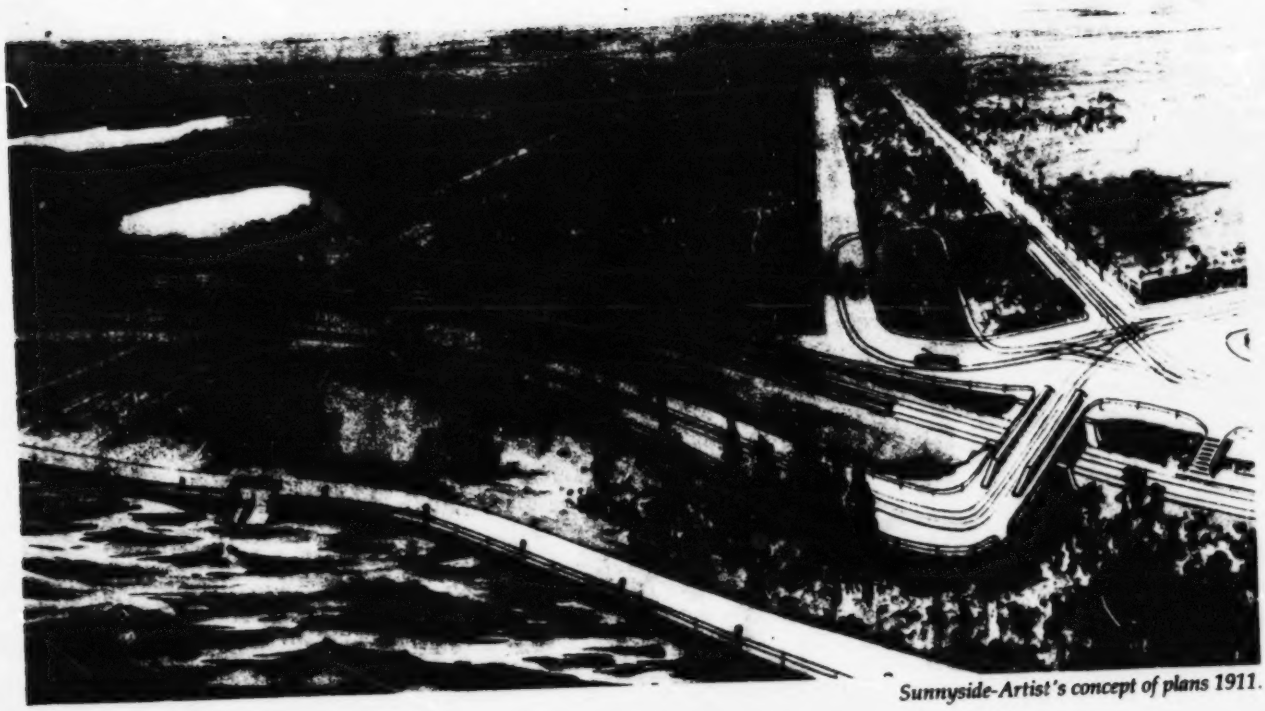
What happens next?

City Council needs the help of South Parkdale's residents, businesses, landowners, institutions and social agencies to review these proposals so that the Planning and Development Department can make recommendations to City Council. Here is how the process works...

- wide distribution of this Update in the neighbourhood so that everyone knows what the City is proposing.
- the City's planning staff will meet with representatives of different interest groups in South Parkdale to consult with them, get their opinions and ideas and to explain what the plan means.
- it is planned to have meetings with representatives of these interests in the neighbourhood:
  - homeowners
  - tenants
  - businesses
  - industries
  - other landowners
  - institutions
  - social agencies
  - social housing providers
  - architectural preservationists
- public meeting or meetings open to everyone in South Parkdale.
- planners write "Final Recommendations" report for the new plan and Zoning By-law amendments based on the 1983 Proposals, this Update and public input.
- public notice of "Final Recommendations" report and public hearings on the "Final Recommendations" report at City's Land Use Committee and Planning Advisory Committee.
- discussion and final approval by City Council.

If your group wishes to be involved in the Official Plan process for the South Parkdale neighbourhood or if you have any questions about this Update or the accompanying Proposals, please phone your neighbourhood planner, Ian Cooper at 392-0761.

Photos: City of Toronto Archives and Ian Cooper.



Sunnyside-Artist's concept of plans 1911.

Proposals SOUTH PARKDALE

Part II Official Plan

November 1990

What's Inside

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South Parkdale is the area west of Dufferin Street and south of Queen Street. It extends west to the Queen-King-Roncesvalles intersection. The railway tracks and the Gardiner Expressway form the southern boundary. The map shows where it is relative to other neighbourhoods in Toronto's west end.

City of Toronto
Planning & Development
Department

Robert E. Millward
Commissioner

Update of Proposals: 1983 to 1990

This section contains the updated Part II Official Plan and Zoning By-law Proposals for South Parkdale. The maps show the current proposals, the 1983 Proposals and the existing Official Plan and Zoning.

While most of the policies and designations are the same as in the 1983 Proposals, there are some differences. The main differences are set out below.

1. All low density, houseform areas except King Street West would be zoned R2 instead of R3. This will further restrict institutional uses in these areas.
2. The Medium Density Residence Area on Dowling would now include the apartment areas on King and Dowling north of King. Density limits in the Zoning By-law remain as in 1983. (i.e. 1.0 times the lot area)
3. The 5 existing houses on the west side of Tyndall north of Springhurst are now proposed for low density instead of high density in both the Part II Plan and Zoning By-law. The 1983 Proposals would have permitted redevelopment at higher density.
4. The apartments on Elm Grove north of King are now proposed as Medium Density Residential instead of Low Density. This area also includes the Shell Station. Zoning proposed is R3 Z1.0.
5. The five existing apartments on King just east of Roncesvalles are proposed to be Medium Density Residential instead of Low Density. The zoning density proposed remains the same at 1.0x coverage.
6 All Commercial areas are proposed to be zoned CR L1 U250 to encourage housing. The 1983 Proposals permitted more commercial in some areas. Height limit proposals change to 14 metres. Some areas were proposed for a 17 metre limit in 1983.
7. The Beaty Avenue parkette has been added to the park designations and zoning.
8. The building of below grade parking ramps in the front yards of houses is proposed to be prohibited.

Updated Summary of Recommendations

It is recommended that the Part I Official Plan for the *City of Toronto Planning Area* be amended by the introduction of the following statements and maps that form the Part II Official Plan for the *South Parkdale Planning Area*.

Section 1: Part II Official Plan Policies

1. Interpretation

1.1 For the purpose of amending the Official Plan for the City of Toronto Planning Area, South Parkdale is defined as the area within the heavy black line as shown on Map A.

1.2 This Amendment is deemed to be Part II of the Official Plan for South Parkdale.

1.3 The boundaries of the *Low Density Residence Areas, Medium Density Residence Areas, High Density Residence Areas, Low Density Mixed Commercial-Residential Areas* and *Local Parks* are as set out on Map A which forms part of this Amendment.

1.4 The text and maps of Part I of the Official Plan shall continue to apply to South Parkdale except in cases where the text and maps of this Amendment are in conflict therewith, in which case the text and maps of this Amendment shall prevail.

2. General

2.1 South Parkdale is primarily a *residential* neighbourhood situated to the immediate north-west of Exhibition Place. It consists of a mix of housing types, building forms and unit sizes serving an ethnically diverse, low to moderate income population.

It is the primary objective of Council to stabilize and strengthen South Parkdale as a *residential* neighbourhood which would provide for the residential and community needs of a population which is diverse in terms of age, income, household and cultural characteristics.

2.2 **Physical Character**

South Parkdale is a former village and a neighbourhood of historic and architectural significance. It is the policy of Council to conserve this character and to improve the environment of South Parkdale through the enhancement of particular residential and commercial streetscapes and building types, the provision of new open space, recreation space and suitable neighbourhood services and the protection of the neighbourhood from the negative effects of through traffic.

A significant portion of South Parkdale consists of low scale detached and semi-detached houses. Council shall take steps to encourage the retention and restoration of such houses and shall regard these as particularly appropriate for families with children.

Council shall employ its available powers to attempt to ensure the maintenance and improvement of the unique characteristics of streetscape and features of building form in South Parkdale.

Accordingly, Council shall:

i) pass By-laws limiting the density, use and height of buildings and regulate the form of buildings in such a way as to encourage the retention of house form buildings and ensure the compatibility of new construction with the immediate and surrounding areas;

ii) employ the Zoning By-law in a manner so as to restrict, where appropriate, the maximum permissible density applicable to buildings in *Medium Density Residence Areas and Mixed Commercial-Residential Areas* listed or designated as having historical or architectural value or interest pursuant to *The City of Toronto Act* or *The Ontario Heritage Act;*

iii) review plans and elevations respecting the development or redevelopment of lands or buildings in order to ensure the compatibility of any such development or redevelopment with the existing character of South Parkdale; and

iv) employ its available powers of regulation and review in order to ensure the maintenance, enhancement or creation of the particular architectural and streetscape features in South Parkdale.

In employing its available powers of regulation and in the review of plans and elevations, Council shall have regard, among other matters, for the following:

i) the character of the streetscape, and in particular historical architectural styles, the presence of mature trees, grassed boulevards and front yards, the spacing, setback and arrangement of buildings and the location of parking areas and access driveways; and

ii) the character of individual buildings, and in particular the elaborate stone, brick and wood detailing of facades, fenestration and roof line and pitch.

2.3 **Height of Buildings**

In recognition that the height of buildings is an important factor in maintaining and achieving a characteristic streetscape and visual coherence of specific areas, it is the policy of Council to pass by-laws to limit the height of buildings in South Parkdale.

Housing

2.4 In accordance with Section 2.1 of this Plan, it is the policy of Council to improve the physical character and residential environment of South Parkdale. Accordingly, Council shall take measures to:

a) encourage the creation and retention of housing suitable for families with children in *Residence Areas*;

b) discourage any substantial increase in the number of rooms and/or small units in *Residence Areas*;

c) encourage the retention and rehabilitation of the existing housing stock;

d) ensure that the physical form, height and design of new or altered buildings respect the scale and character of existing buildings and the streetscape in the low-rise residential areas of South Parkdale.

2.5 In order to maintain, improve and strengthen the residential function of South Parkdale, it is the objective of Council to limit the expansion of hospitals, nursing homes, residential care facilities, crisis care facilities and other institutions and other forms of institutional housing where such uses, in the opinion of Council, by reason of their location, size, concentration or character are, or may be detrimental to adjacent or nearby uses, particularly in *Residence Areas*. Accordingly, Council shall:

a) employ its powers of regulation to restrict the expansion of the Queen Elizabeth Hospital to the site on which it is located at the date of the adoption of this Plan by Council; and

b) pass by-laws intended to prevent further concentration of nursing homes, residential care facilities, crisis care facilities and institutional uses and other forms of institutional housing in *Residence Areas*.

Commerce

2.6 Commercial development in South Parkdale shall be concentrated on Queen Street West with local clusters of retail and service uses on King Street West. Queen Street West shall be regarded as the primary commercial centre, serving both the South Parkdale neighbourhood and surrounding North Parkdale district, and characterized by mixed-use buildings with street-related retail and service uses.

The commercial areas of South Parkdale consist of buildings containing a mix of commercial and residential uses and community services and facilities. It is the objective of Council to encourage the concentration of commercial uses, particularly along Queen Street West, appropriate to meet the commercial demand of the local community and to provide residents with convenient access to a wide variety of commercial goods and services. Accordingly, Council shall employ its powers and take steps to:

a) encourage the improvement and development of Queen Street West as the major focus of commercial activities;

b) maintain existing commercial areas on King Street West as local retail centres serving nearby residents;

c) encourage mixed commercial-residential development on Queen Street West and in the local retail centres along King Street West; and

d) maintain and encourage the pedestrian oriented character of the commercial areas.

2.7 It is the policy of Council to employ its powers of regulation and review to minimize the impact and discourage the concentration of automobile-related uses such as, but not limited to, *motor vehicle repair shops, automobile service stations and automobile service and repair shops* in the commercial areas along Queen Street West and King Street West where such uses, by reason of their location, concentration or associated traffic and parking problems are, or may be detrimental to adjacent or nearby uses or may inhibit pedestrian movement or threaten pedestrian safety.

Industry

2.8 The area used for industry in South Parkdale is small and contains low-rise buildings abutting residential uses. Council considers this area as desirable and appropriate for future residential redevelopment. However, it is the policy of Council that industrial uses and buildings shall continue to be permitted in this area provided that:

a) such uses and buildings are compatible with adjacent residential uses; and

b) industrial buildings and operations are adequately maintained so as not to adversely affect adjacent residential uses.

2.9 In permitting residential development in the area used for industry, Council shall take measures to ensure that:

a) the conditions of residential amenity in any such development are not adversely affected by nearby industrial uses and operations;

b) the proposed development is compatible with the adjacent *Low Density Residence Area* in terms of privacy and scale of buildings; and

c) the proposed development is not in conflict with the provisions of Sections 2.2 and 2.4 of this plan.

Community Services and Facilities

2.10 It is the objective of Council to maintain, encourage and provide for the development of local community services and facilities in the form of parks, recreational facilities and educational, social and other community services appropriate to serve the needs of a densely populated and ethnically diverse neighbourhood. Accordingly, Council shall employ its powers to encourage the retention, development and intensive use of lands, buildings and facilities for the purposes of parks, recreational facilities and educational, social and other community services. In particular, Council shall:

a) encourage the provision of a wide range of community services and recreational facilities and programmes catering to various age, household and ethno-cultural groups in the neighbourhood;

b) encourage the shared use of landscaped areas, playgrounds, and facilities in institutions such as, but not limited to, schools, churches, the Parkdale Library and the Queen Elizabeth Hospital;

c) use its initiative, influence and resources to encourage coordination and collaboration on the part of community organizations, institutions, agencies and various levels of government in the planning and operation of community services and programmes; and

d) take whatever measures it deems appropriate to encourage local organizations, ethno-cultural groups to become more involved in the planning and operation of community services, facilities and programmes.

2.11 It is the policy of Council to undertake and encourage the provision of facilities on the Western Beaches, particularly between Exhibition Place and the Boulevard Club, appropriate to serve the needs of the South Parkdale Community, and to ensure the provision of safe and convenient access for pedestrians and cyclists from South Parkdale.

Transportation

2.12 In order to improve the conditions of residential amenity in South Parkdale, provide for the safety of pedestrians and permit adequate vehicular access to serve the main uses in the area, Council shall undertake and encourage improvements to the transportation system in and close to South Parkdale so as to:

a) reduce vehicular speed on local residential streets such as Gwynne, Elm Grove,

Cowan, Dunn, Dowling and Springhurst Avenues, through such means as pedestrian crossings, stop signs and prohibition of certain turning movements at appropriate intersections;

b) minimize through-traffic on local residential streets by taking appropriate measures to direct a substantial portion of north-south through-traffic onto Dufferin Street; and

c) alleviate vehicular congestion on major roads and at intersections such as the Jameson/Queen/Lansdowne jog and the Dufferin/Queen/Gladstone jog.

2.13 It is the policy of Council to encourage the provision and use of off-street parking facilities to serve the main local uses in South Parkdale. Accordingly, Council shall undertake measures to:

a) improve and extend the laneway system in the South Parkdale neighbourhood as one of the primary means of access to off-street parking facilities;

b) encourage the shared use of off-street parking facilities at such places as Parkdale Collegiate Institute, Queen Victoria School and the Queen Elizabeth Hospital;

c) assist merchants on Queen Street West to obtain appropriate parking facilities, on or clearly visible, from Queen Street West to serve the needs of shoppers;

d) improve and extend and acquire laneways at the rear of commercial establishments, where feasible, in order to provide access for delivery vehicles and to potential parking spaces at the rear of properties;

e) encourage and assist local merchants through their organizations to obtain the use of parking facilities on or near to Queen Street West for regular long-term parkers such as employees; and

f) ensure that adequate provision is made in any major redevelopment on Queen Street West to meet the need for parking that would result from the proposed uses and encourage the shared use of parking facilities provided in any such redevelopment.

2.14 In keeping with its long-term goal of improving and extending surface public transportation in the City, Council shall encourage the improvement and extension of public transit services in South Parkdale so as to promote the full utilization of an integrated public transit service by an increasing number of local residents, particularly residents in apartment buildings and in the southern section of the neighbourhood.

2.15 It is the objective of Council to encourage improvements to public transit to serve regional uses at Exhibition Place and Ontario Place as a means of alleviating traffic and parking problems in South Parkdale created by those uses and as a means of increasing the use of public transportation by patrons of Exhibition Place and Ontario Place.

South Parkdale and the Lake

2.16 It is the policy of Council that the bicycle and pedestrian connections between South Parkdale and the Western Beaches be improved so that the shortage of park space in South Parkdale can be relieved and Parkdale's historical connection with the lake is reestablished.

It is the policy of Council that the creation of any deck over the transportation corridor or creation of new parcels of land must be done in a manner which enhances the residential character of South Parkdale in accordance with the general goals and objectives of the Official Plan.

It is the intention of Council, before making any firm decision on major connections, decks or the creation of new land parcels between South Parkdale and the Western Beaches, to establish a local citizens' committee or task force to review and comment on all aspects of any such developments.

3. Residence Areas

3.1 *Low Density Residence Areas*

3.1.1 Section 2.8(a)(i) of Part I of the Official Plan, pertaining to high density residential buildings on sites the greater proportion of which are used for industrial or legally non-conforming commercial uses in *Low Density Residence Areas*, shall not apply in South Parkdale.

3.1.2 Section 2.8(b) of Part I of the Official Plan pertaining to residential buildings at high density and low density commercial uses in *Low Density Residence Areas* covered by a redevelopment plan, shall not apply in South Parkdale.

3.1.3 *Low Density Residence Areas* will be regarded as stable residential areas characterized by low-rise, houseform buildings. It is the priority of Council to encourage housing suitable for families with children in building forms such as detached, semi-detached and rowhousing, duplexes, converted dwelling houses and small apartment houses. In accordance with Section 2.4(a) of this Plan, Council may pass by-laws and take whatever other measures it deems appropriate to discourage the concentration of rooms and/or small units catering mainly to single persons in *Low Density Residence Areas*.

3.2 ***Medium Density Residence Areas***

3.2.1 Section 2.8(b)(ii) of Part I of the Official Plan pertaining to low density commercial uses in *Medium Density Residence Areas* covered by a redevelopment plan, shall not apply in South Parkdale.

3.2.2 *Medium Density Residence Area* "A", shall be regarded as an area in transition from industrial use to residential use. Low-to-medium rise residential buildings accommodating a variety of household sizes will be encouraged.

3.2.3 *Medium Density Residence Area* "B" shall be regarded as an area of low and medium-rise residential buildings accommodating a variety of household sizes.

3.2.4 Council may pass by-laws in *Medium Density Residence Areas*, to permit residential buildings having a gross floor area up to 1.5 times the area of the lot.

3.2.5 In considering applications to amend the Zoning By-law in *Medium Density Residence Areas* with respect to the gross floor areas of residential buildings up to the maximum limits permitted by Section 3.2.4 of this Plan, Council will have regard for:

a) the compatibility of any new development with existing buildings and uses in the surrounding *Residence Areas*;

b) the relationship of any new development, in terms of height, form, scale, siting, traffic and parking, to adjacent *Residence Areas*;

c) the need to provide affordable housing, achieve its housing goals and meet its assisted housing targets as detailed in Section 2A of the Part I Official Plan;

d) the need to provide housing suitable for families with children and senior citizens' housing in South Parkdale;

e) the capacity of schools to absorb additional students, and the provision of parks, recreational facilities and other community services and facilities in the area and/or in the new development to serve the increased population that would result from the new development; and

f) any adverse effects that nearby industrial uses may have on the conditions of residential amenity in any new residential development.

3.2.6 Notwithstanding the provisions of Sections 3.2.2. 3.2.4. and 3.2.5 of this Plan, Council may pass by-laws in *Medium Density Residence Area* "A" to permit industrial uses and buildings provided that:

a) such industrial uses and buildings do not have an adverse effect on the conditions of residential amenity in the adjacent *Low Density Residence Area* and *Medium Density Residence Area*; and

b) the gross floor area of industrial buildings does not exceed 2.0 times the area of the lot.

3.2.7 In *Medium Density Residence Areas*, Council shall use its powers of review to ensure that any development shall be compatible with buildings and uses in adjacent *Residence Areas* and areas used for *industrial* purposes in terms of air, light and privacy, the spacing of buildings, the erection of screens and fences and the design and location of facilities such as balconies, landscaped areas, parking and loading areas, ingress and egress and garbage collection.

3.3 ***High Density Residence Areas***

3.3.1 *High Density Residence Areas* shall be regarded as areas consisting mainly of apartment buildings providing housing for a range of household types and sizes including families with children.

3.3.2 In the *High Density Residence Areas*, Council may pass by-laws to permit residential buildings having a gross floor area up to 2.0 times the area of the lot.

4. Low Density Mixed Commercial-Residential Areas

4.1 Section 3.7 of Part I of the Official Plan pertaining to *District Commerce Centres*, shall not apply in South Parkdale.

4.2 ***Queen Street West Low Density Mixed Commercial-Residential Area***

The Queen Street West *Low Density Mixed Commercial-Residential Area* shall be regarded as the major centre of retail activity for the South Parkdale neighbourhood and the surrounding Parkdale district, containing a mix of commercial, residential and institutional uses.

4.3 ***Low Density Mixed Commercial-Residential Areas***

4.3.1 In *Low Density Mixed Commercial-Residential Areas*, Council may pass by-laws to permit:

a) buildings containing only residential uses up to a maximum residential density of 250 units per hectare; or

b) buildings containing only commercial and/or institutional uses up to a maximum non-residential density of 1.0; or

c) buildings containing a mix of residential uses and commercial and/or institutional uses up to the non-residential and residential densities determined by the following mixing formula:

$$\textit{non-residential density} + \frac{\textit{residential density}}{100} = 2.5$$

provided that the *non-residential density* does not exceed 1.0 and the *residential density* does not exceed 250 units per hectare.

4.3.2 Notwithstanding the provisions of Sections 4.3.1. of this plan, Council may pass by-laws on lots in *Low Density Mixed Commercial-Residential Areas* to permit:

a) buildings containing only residential uses up to a maximum gross floor area of 2.5 times the area of the lot; or

b) buildings containing a mix of residential uses and commercial and/or institutional uses up to a maximum gross floor area of 2.5 times the area of the lot, provided that the non-residential gross floor area does not exceed 1.0 times the area of the lot and the residential gross floor area does not exceed 2.5 times the area of the lot.

4.3.3 Notwithstanding the provisions of Section 4.3.1, Council may pass by-laws in *Low Density Mixed Commercial-Residential Areas* to permit buildings containing residential uses, alone or in combination with commercial and/or institutional uses, at densities up to 25 per cent greater than the residential densities permitted by Section 4.3.1, or having a residential gross floor area up to 25 per cent greater than the amount permitted by Section 4.3.2, provided that any such building is built under a social housing programme.

4.3.4 Notwithstanding the provisions of Section 4.3.1, Council may, on the application therefore by the owner of a lot, pass by-laws in *Low Density Mixed Commercial-Residential Areas* to permit buildings containing senior citizens housing, alone or in combination with other uses, up to the special residential densities as specified below:

a) in exclusively residential buildings, up to a special residential density of 500 units per hectare; or

b) in buildings containing a mix of senior citizens housing and commercial and/or institutional uses, up to the special residential density determined by the following mixing formula:

$$\textit{non-residential density} + \frac{\textit{residential density}}{200} = 2.5$$

provided that the *non-residential density* does not exceed 1.0 and the special *residential density* does not exceed 500 units per hectare.

4.4 In *Low Density Mixed Commercial-Residential Areas* Council shall use its powers of review to ensure that any development shall be compatible with uses and buildings in adjacent *Low Density Mixed Commercial-Residential Areas* and adjacent *Residence Areas* in terms of air, light and privacy, the spacing of buildings, the erection of screens and fences, and the design and location of facilities such as balconies, landscaped areas, parking and loading areas, ingress and egress and garbage collection.

Section II: Implementation

5. Amendments to the Zoning By-law

Use and density

5.1 The provisions of the Zoning By-law shall be amended as they apply to the South Parkdale Planning Area in accordance with Map B.

5.2 The use provisions of the I2 zoning district in the Zoning By-law as they apply to certain lands in the South Parkdale Planning Area, shall be amended so as to exclude *an automobile service and repair shop, a private commercial garage, an open storage yard, a food wholesaling establishment, and commercial uses except an automobile service station, a car washing establishment, a fire hall, a locksmith's and gunsmith's shop, a police station and a service and repair shop.*

Height of buildings

5.3 The Zoning By-law shall be amended as it applies to the South Parkdale Planning Area to limit the height of buildings, excluding chimneys, vents, mechanical equipment and structures required to house such elements in accordance with Map C

Below grade parking and driveways

5.4 The provisions of the Zoning By-law shall be amended as they apply to the South Parkdale Planning Area to prohibit driveways and parking areas below grade in the front yard in all areas zoned Z1.0.

Site specific by-laws

5.5 Section 12(1)24, 12 (1)25 of the Zoning By-law shall be amended so as to delete any references to lands on either side of Jameson Avenue and to 113-115 Dowling Avenue.

5.6 By-law 145-68, as amended by By-law 256-68 and By-law 346-68 as they apply to the use of lands known municipally as 1251 King Street West, shall continue to apply.

5.7 The provisions of By-law 284-69 as they apply to certain lands known municipally as 190-212 Cowan Avenue and 225-261 Dunn Avenue shall continue to apply notwithstanding any amendments made to the zoning designation.

5.8 The provisions of By-law 271-70 as they apply to the erection and use of a seven storey apartment building on lands known municipally as 83-85 Spencer Avenue, shall continue to apply.

5.9 The provisions of By-law 156-74 as they apply to the erection and use of an apartment building containing a church and other related facilities on lands known municipally as 1339 and 1355 King Street West shall continue to apply.

5.10 The provisions of By-law 785-77 as they apply to the erection or use of buildings containing dwelling units, retail stores, community services and facilities on lands known municipally as 300 Dufferin Street and 9-23A Gwynne Avenue, shall continue to apply.

5.11 The provisions of By-law 45-80 as amended by By-law 478-83, as they apply to the additions or conversions of existing buildings on lands known municipally as 252-260 Dufferin Street, shall continue to apply.

5.12 The provisions of By-law 550-83 as they apply to the erection and use of a building containing senior citizens housing on lands known municipally as 1447, 1451 and 1453 King Street West, shall continue to apply.

5.13 The provisions of By-law 27-84 as they apply to the use of a building on lands known municipally as 1311 King Street West, shall continue to apply.

5.14 The provisions of By-law 374-84 as they apply to the existing house on lands known municipally as 71 Beaty Avenue, shall continue to apply.

5.15 The provisions of By-law 385-85 as they apply to the use of existing buildings on lands known municipally as 1244 and 1246 King Street West, shall continue to apply.

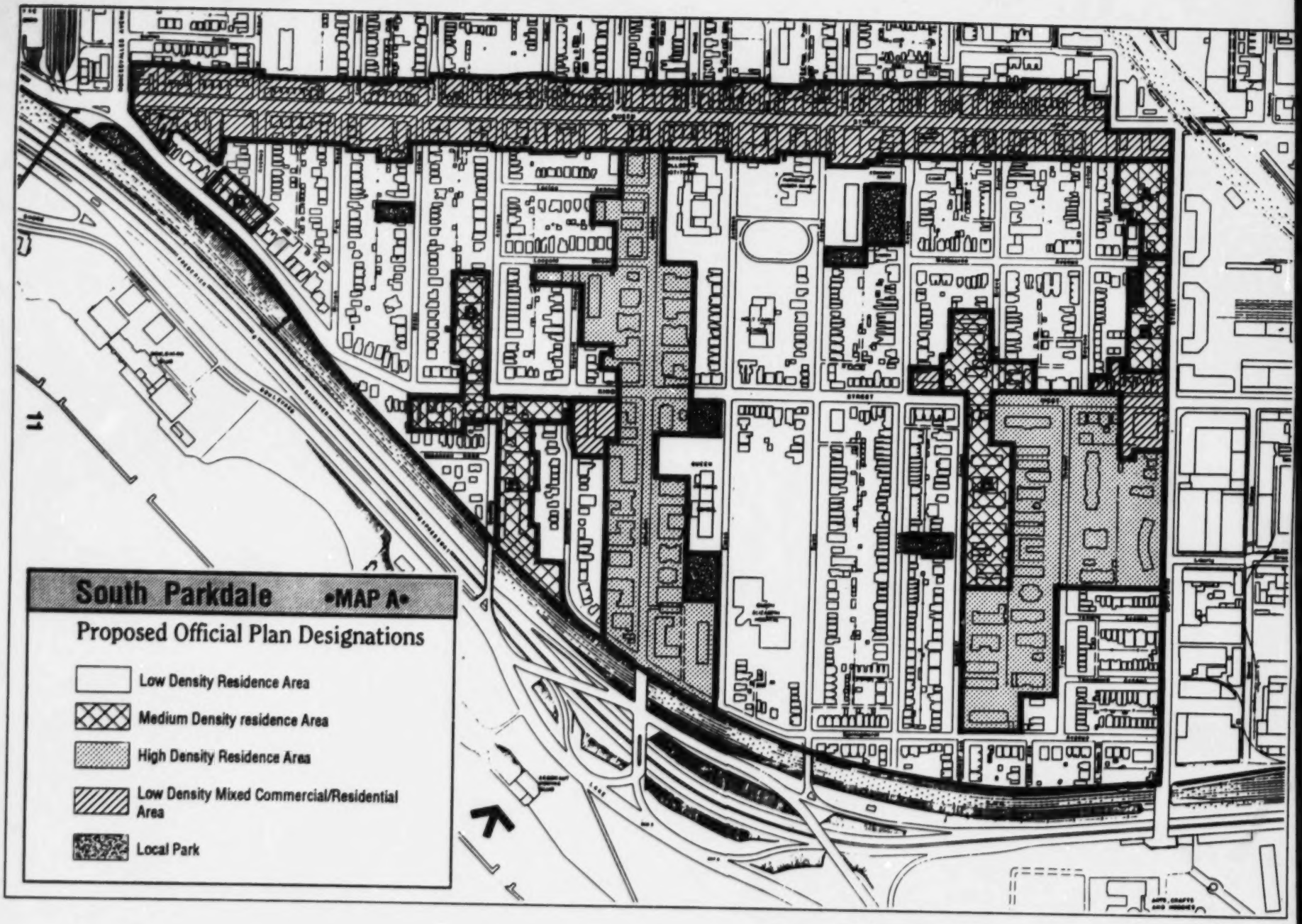
5.16 The provisions of By-law 82-87 as they apply to the erection of 11 rowhouses and an apartment building on lands known municipally as 69-85 and 97 Dowling Avenue and 105-127 Springhurst Avenue, shall continue to apply.

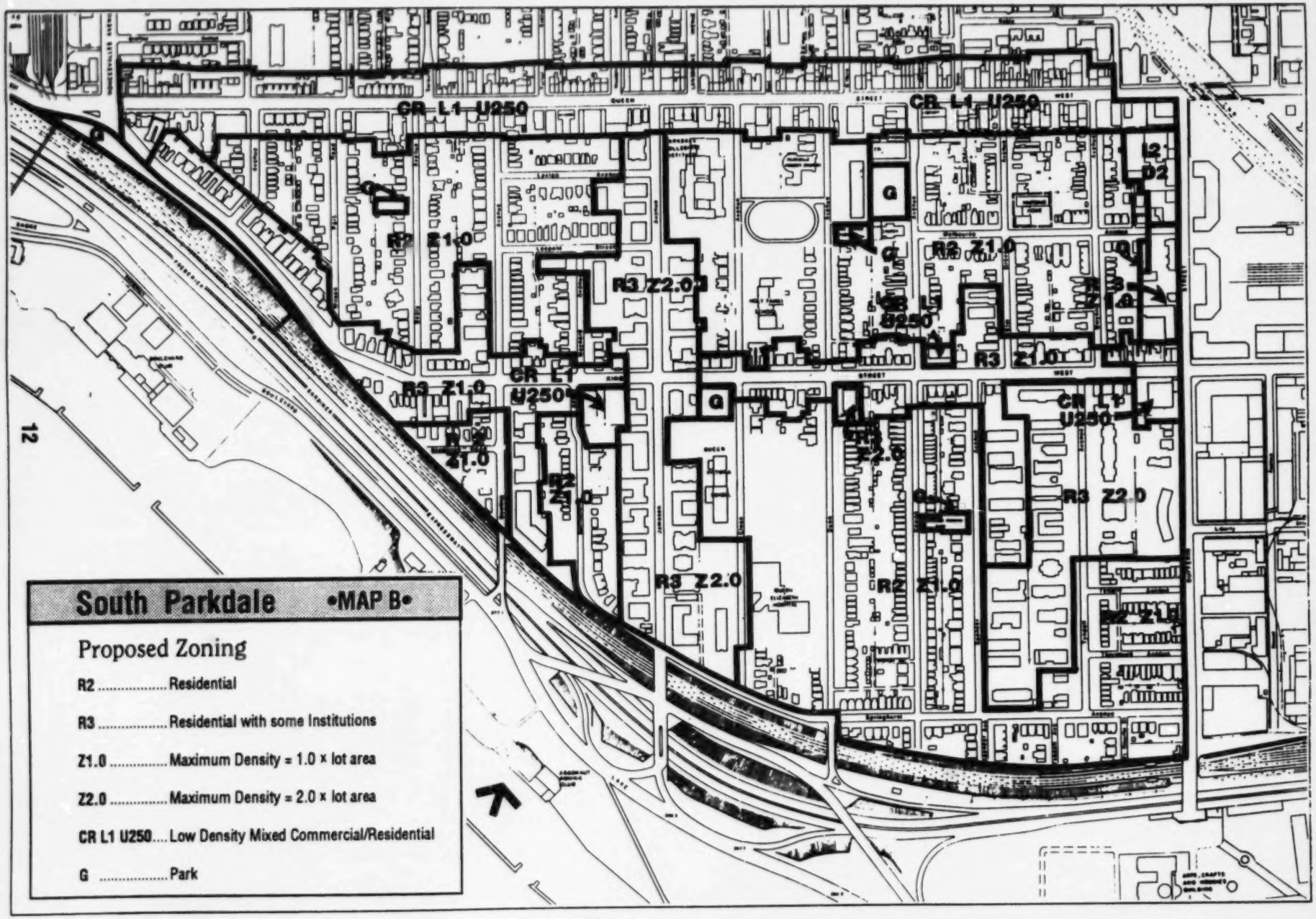
5.17 The provisions of By-law 403-88 as they apply to the use of an existing building on lands known municipally as 1313 King Street West, shall continue to apply.

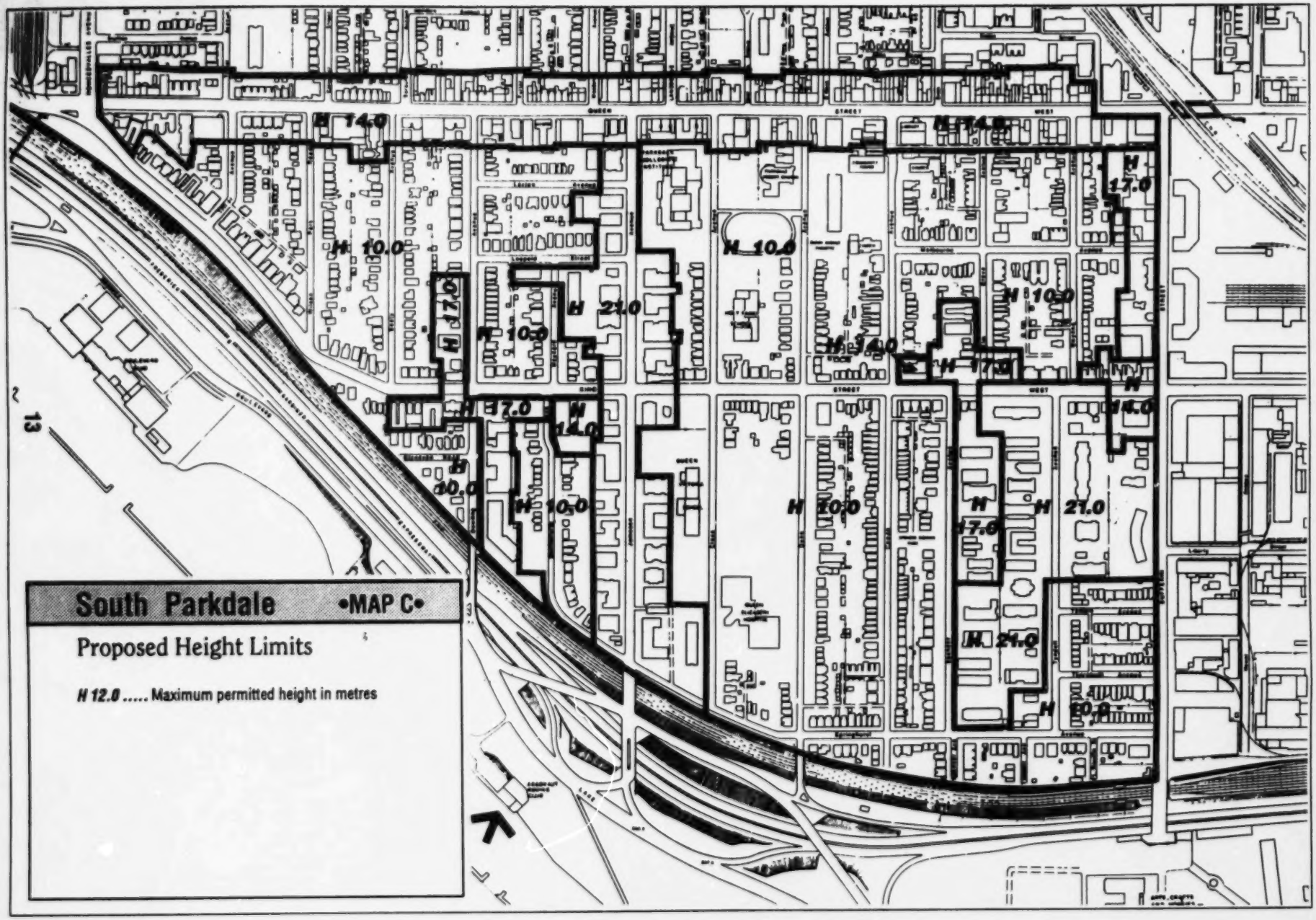
6. Site Plan Control

6.1 *High Density Residence Areas* and *Medium Density Residence Areas* as shown on Map A, shall be designated as areas of site plan control pursuant to Section 40 of the Planning Act.

6.2 *Low Density Mixed Commercial-Residential Areas* as shown on Map A, shall be designated as areas of site plan control pursuant to Section 40 of the Planning Act.


South Parkdale
•MAP A•
Proposed Official Plan Designations
Low Density Residence Area
Medium Density residence Area
High Density Residence Area
Low Density Mixed Commercial/Residential Area
Local Park


CR L1 U250
CR L1 U250
R3 Z2.0
R2 Z1.0
R3 Z1.0
CR L1 U250
R3 Z2.0
R2 Z1.0
R3 Z2.0
R2 Z1.0
R3 Z2.0
CR U250
R3 Z2.0
R2 Z1.0
G
12
South Parkdale •MAP B•
Proposed Zoning
R2 ..... Residential
R3 ..... Residential with some Institutions
Z1.0 ..... Maximum Density = 1.0 x lot area
Z2.0 ..... Maximum Density = 2.0 x lot area
CR L1 U250 .... Low Density Mixed Commercial/Residential
G ..... Park


H 14.0
H 10.0
H 17.0
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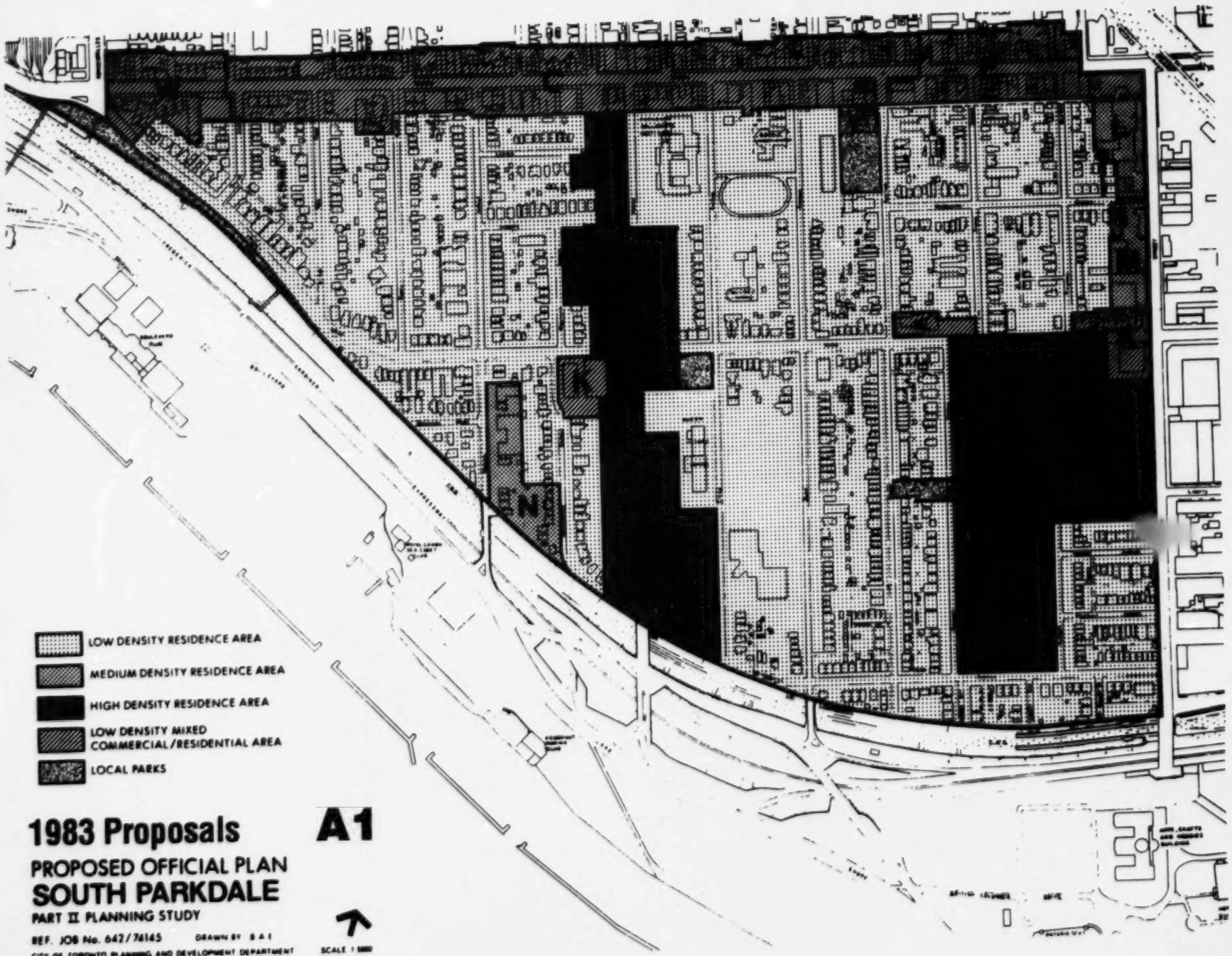
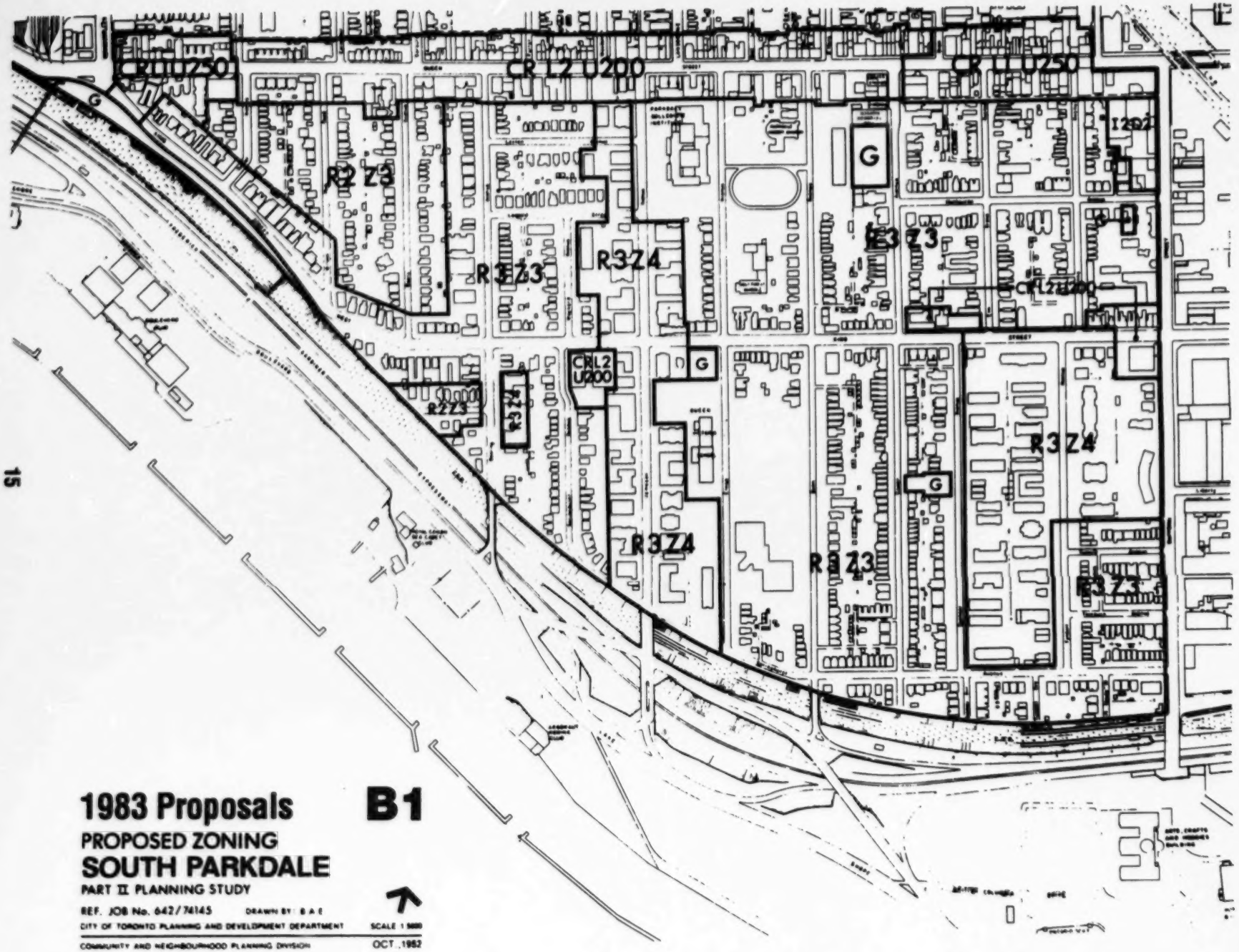

LOW DENSITY RESIDENCE AREA
MEDIUM DENSITY RESIDENCE AREA
HIGH DENSITY RESIDENCE AREA
LOW DENSITY MIXED COMMERCIAL/RESIDENTIAL AREA
LOCAL PARKS
1983 Proposals
A1
PROPOSED OFFICIAL PLAN
SOUTH PARKDALE
PART II PLANNING STUDY
REF. JOB No. 642/76145
DRAWN BY B A E
CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT
SCALE 1:5000
COMMUNITY AND NEIGHBOURHOOD PLANNING DIVISION
OCT., 1982



1983 Proposals

PROPOSED ZONING

SOUTH PARKDALE

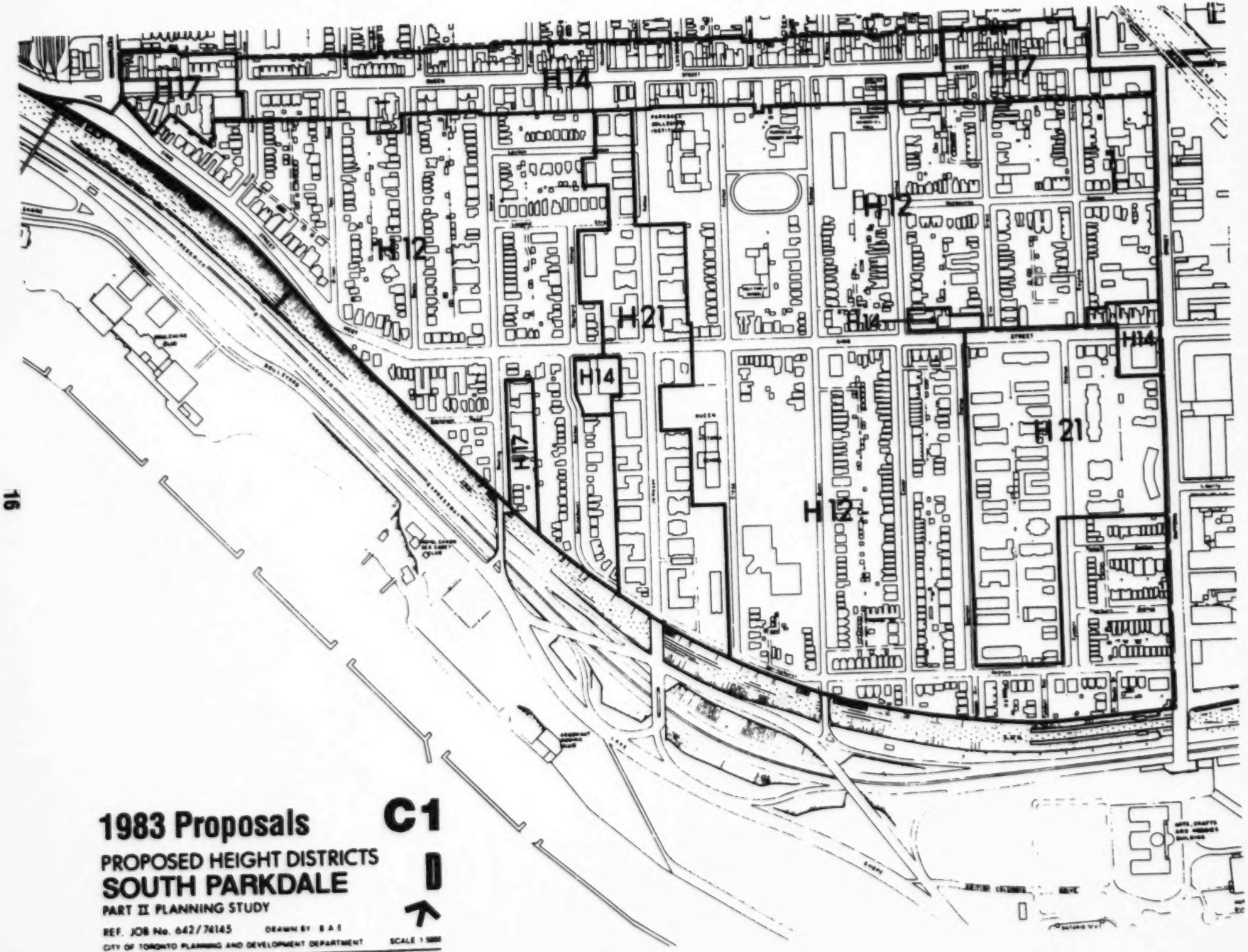
PART II PLANNING STUDY

B1

REF. JOB No. 642/74145 DRAWN BY: B A E

CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT SCALE 1:500

COMMUNITY AND NEIGHBOURHOOD PLANNING DIVISION OCT., 1982



1983 Proposals

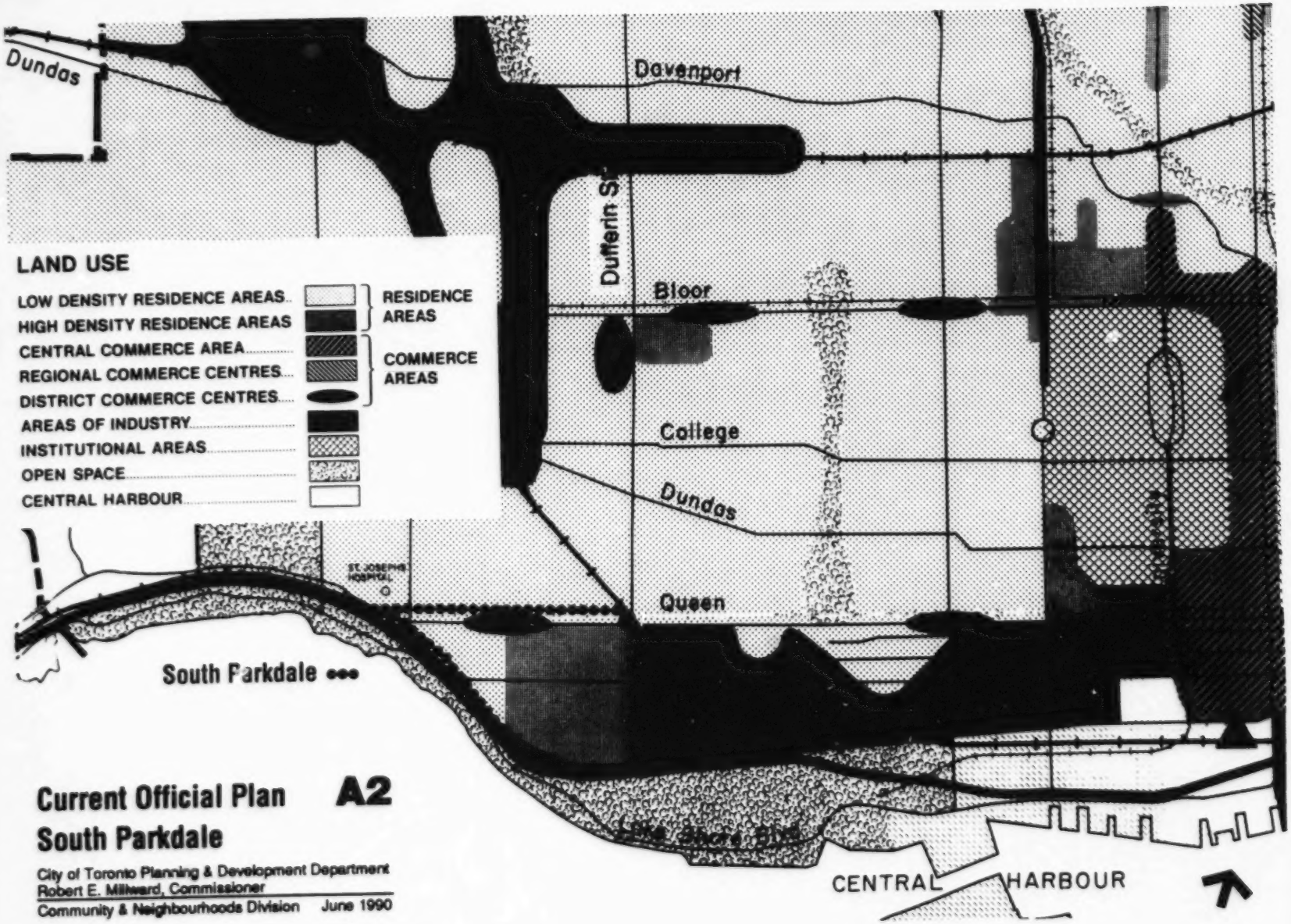
PROPOSED HEIGHT DISTRICTS
SOUTH PARKDALE
PART II PLANNING STUDY

C1

REF. JOB No. 642/76145 DRAWN BY B A E

CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT SCALE 1:1000

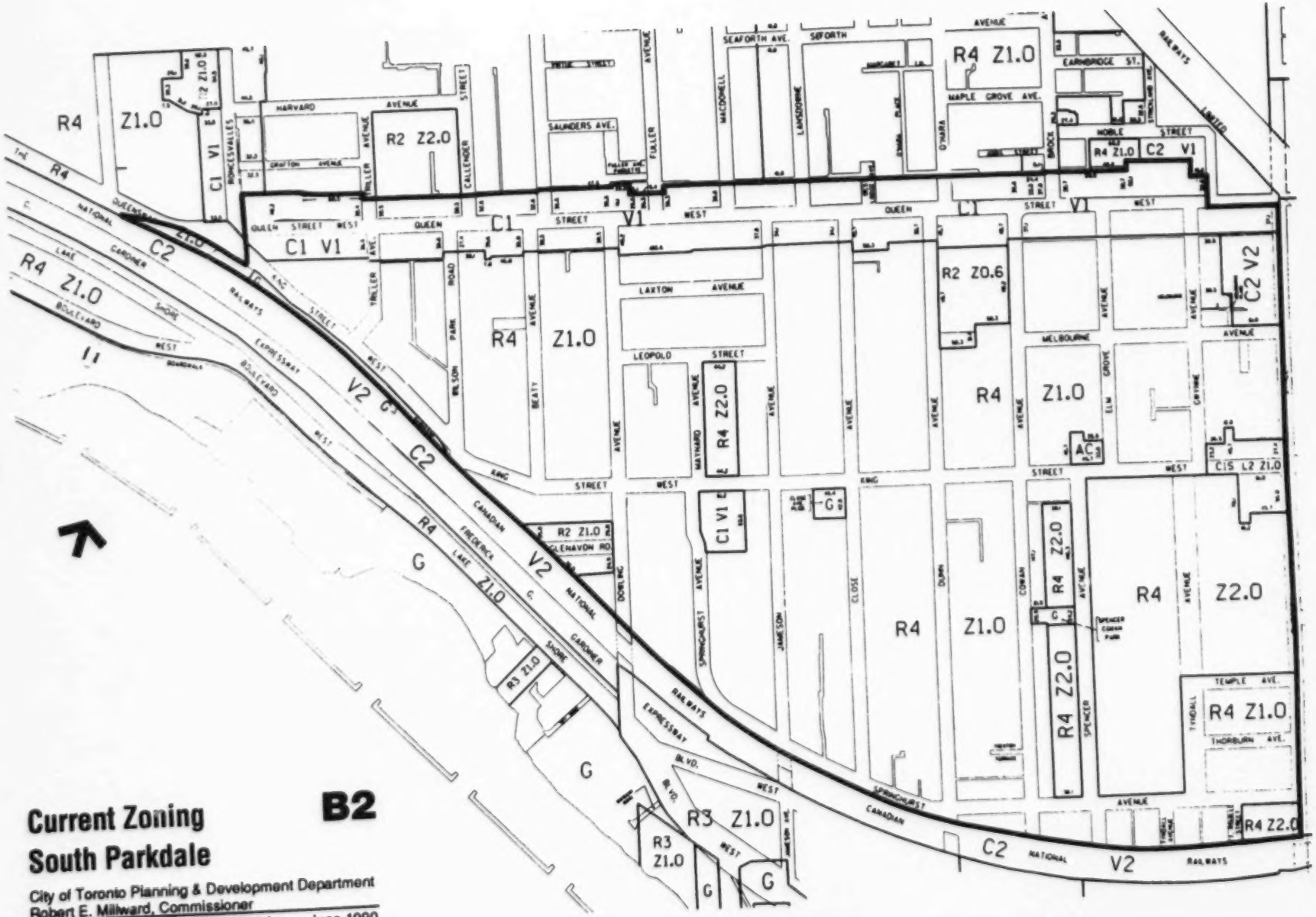
COMMUNITY AND NEIGHBOURHOOD PLANNING DIVISION OCT. 1982



Current Official Plan **A2**

South Parkdale

City of Toronto Planning & Development Department
Robert E. Millward, Commissioner
Community & Neighbourhoods Division June 1990



18

Current Zoning
South Parkdale

B2

City of Toronto Planning & Development Department
Robert E. Millward, Commissioner
Community & Neighbourhoods Division June 1990